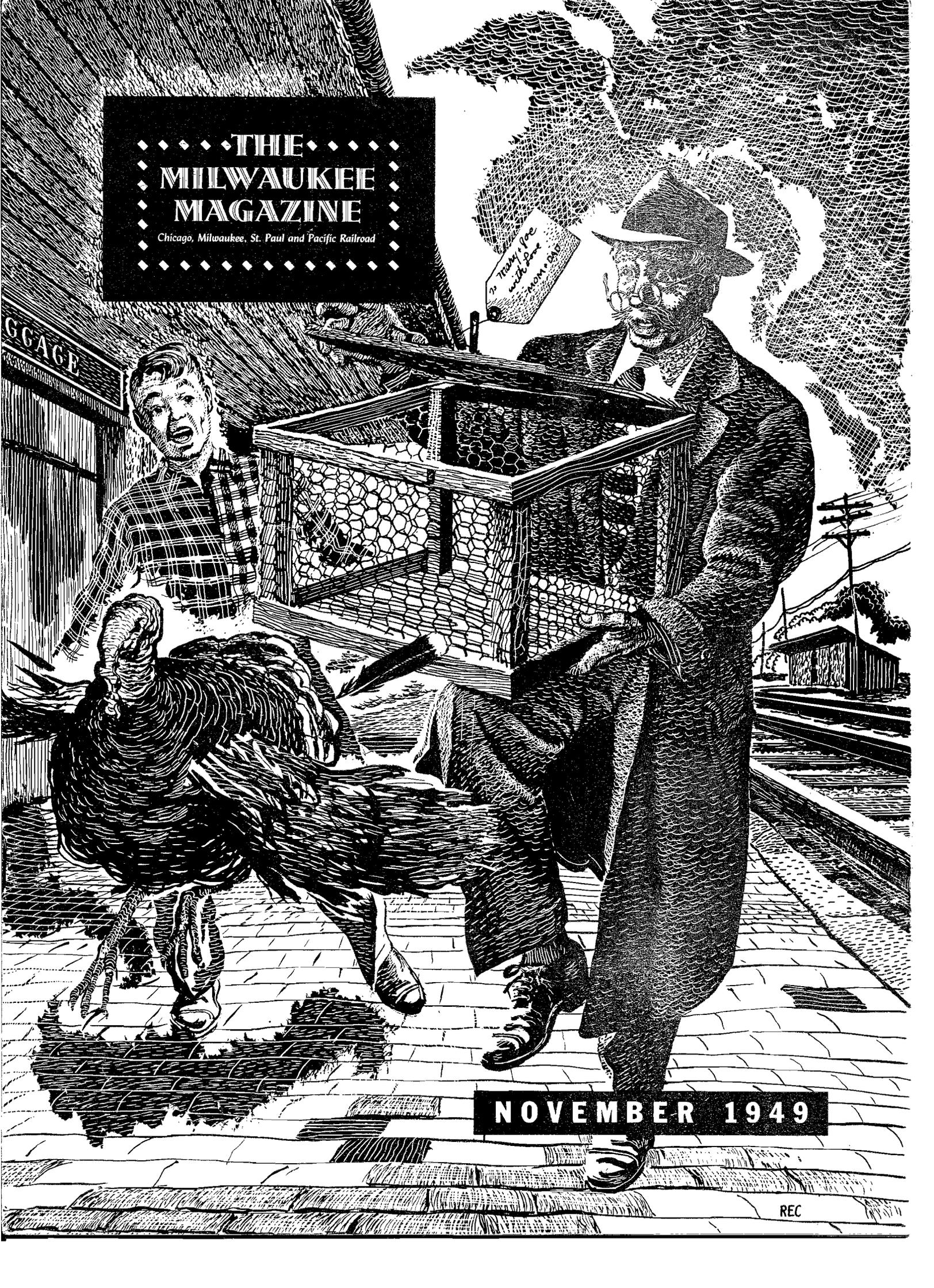


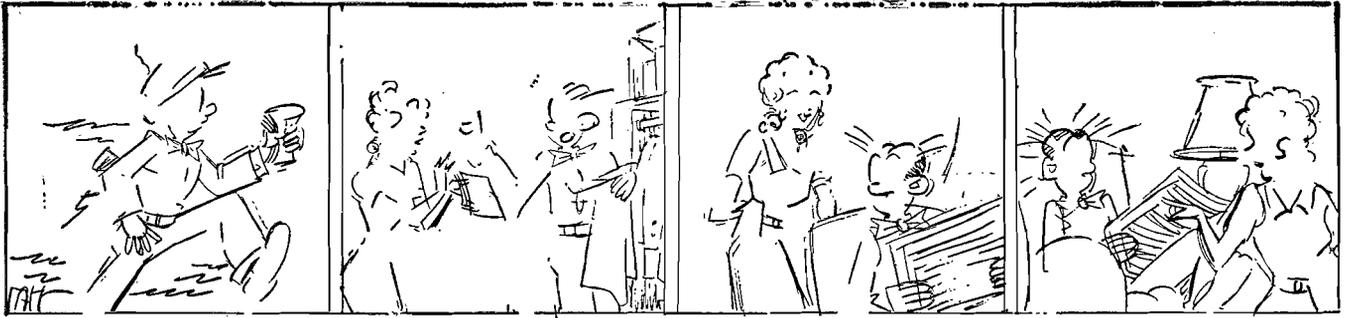
THE MILWAUKEE MAGAZINE

Chicago, Milwaukee, St. Paul and Pacific Railroad



NOVEMBER 1949

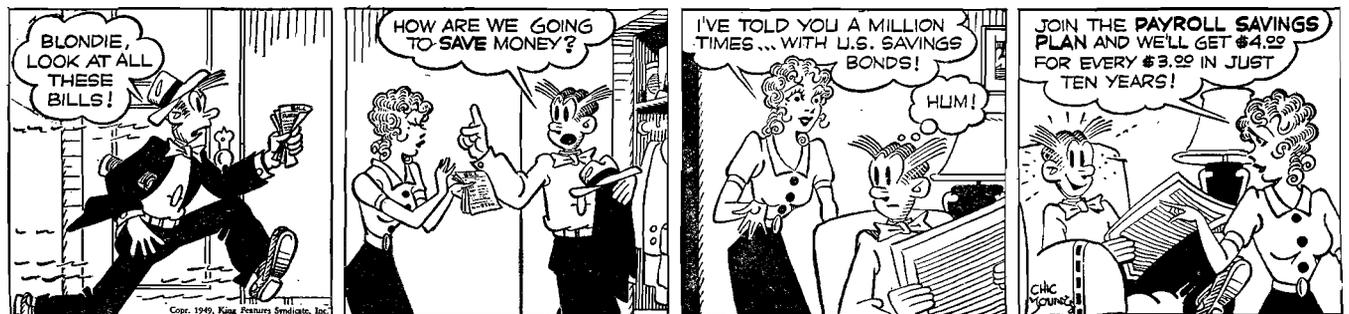
REC



This is how Chic Young, the cartoonist, makes a first rough sketch for the famous strip.



Then when each panel in a strip meets his approval, he makes a careful pencil rendering as above.



After this, the pencil rendering is carefully inked in, as you see here.

STEP BY STEP... that's the way it's done successfully!

AS YOU CAN SEE, Chic Young, who draws the popular "Blondie" comic strip, goes through many steps to arrive at a finished cartoon.

And, cartoonist Chic Young, together with millions of other smart Americans, will tell you that the step-by-step method is the easiest, surest way of doing anything worth while.

Particularly, saving money.

One of the easiest and surest ways to

set aside any worth while amount of money is to buy United States Savings Bonds the step-by-step method—

So set aside a *regular* amount week after week, month after month, year after year. Then in 10 short years you will have a mighty nice nest egg tucked away for you and your family.

Get started now. Get your Bonds through Payroll Savings or at your bank or post office.

AUTOMATIC SAVING IS SURE SAVING—U. S. SAVINGS BONDS



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THE MILWAUKEE MAGAZINE

Chicago, Milwaukee, St. Paul and Pacific Railroad

NOVEMBER
1949

VOL. XXXVII
No. 8

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UNION STATION — CHICAGO

The Milwaukee Magazine is published for active and retired employees of The Milwaukee Road, to whom it is distributed free of charge. It is available to others at 10c per single copy or \$1.00 per year.

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A CENTURY OF HUMAN HISTORY

(An Appeal to All Employees)

IT IS not a new thought, but a true one, that the real history of a railroad is the history of the thousands of individual employes who have built it and operated it through the years.

As The Milwaukee Road prepares to observe its 100th year in 1950, it recognizes that fact, and is depending on its employes, both active and retired, to help in the telling of its fascinating story. This calls for what can best be described as "human interest" material—personal recollections of interesting things that have happened on the railroad, or stories which have been passed on from others. Since a person's wealth of recollection grows with his years, much of this material is expected to come from retired employes. These people have already been contacted by mail, but it is also to be expected that many active employes will have a great deal to contribute to the growing fund of what

may well be termed our railroad's "human history."

An individual contribution may be merely a funny incident, or it may involve freaks of weather, unusual accidents or acts of outstanding heroism on the part of employes. Anything that adds color and interest to the story of our railroad and makes it stand out as a living thing will be most welcome.

The best of these contributions will be printed in The Milwaukee Magazine, not only during 1950, but as long as the material holds out; it is also hoped that much of it will lend itself to use in addresses to be delivered by officers of the railroad in connection with various observances during the Centennial year.

Contributions should be sent to The Milwaukee Magazine, Room 356, Union Station, Chicago.

THE WAY WE DO IT

THE PRIDE we Americans take in having a new car, a modern home, or the latest model television set often puzzles people in other countries. The Englishman, for instance, is more likely to boast that his "petrol wagon" is still good after 15 years, or that his house has been standing for more than 300 years.

We're accused of casting things off before they are worn out. We're criticized for always seeking something better and not being content with what we have.

Let's plead guilty. It's true that we prefer a dependable new car to one that is 15 years old. As for 300-year-old houses, they're fine for museums, but most of us prefer newer places in which to live—places with modern conveniences.

But what our foreign friends fail to see is that our wanting to have the newest and best raises our living standards.

Suppose no one bought a new car until the old one wouldn't run any longer. Then there wouldn't be any second-hand cars on the market (except those which wouldn't run), and the only persons who could have cars would be those who could afford new ones.

Since many people cannot afford new cars, this would result in fewer cars being sold. With fewer cars being sold, manufacturing costs would rise, and then even fewer persons could buy cars. We'd end up in just about the same situation as people in other countries.

We all benefit because Americans want and buy new things when they can afford them.



THE AMERICAN

WAY OF LIFE

POLITICAL AND
ECONOMIC RIGHTS

which protect the dignity and
freedom of the individual.

Right to worship God in
one's own way.

Right to free speech and
press.

Right to assemble.

Right to petition for griev-
ances.

Right to privacy in our
homes.

Right of habeas corpus —
no excessive bail.

Right to trial by jury — in-
nocent till proved guilty.

Right to move about freely
at home and abroad.

Right to own private prop-
erty.

Right to work in callings
and localities of our choice.

Right to bargain with our
employers.

Right to go into business,
compete, make a profit.

Right to bargain for goods
and services in a free market.

Right to contract about our
affairs.

Right to the service of gov-
ernment as a protector and
referee.

Right to freedom from
"arbitrary" government reg-
ulation and control.

CONSTITUTIONAL GOVERNMENT

designed to

SERVE THE PEOPLE

FUNDAMENTAL BELIEF IN GOD

Freedom and Thanksgiving

REGARDLESS of whatever else we may find it in our hearts to offer thanks for on Thanksgiving Day, let us include a generous offering of thanks that we live in America.

Here we may work where we choose, live and go where we choose, and those who choose to do so may refuse to work in upholding what they understand to be a principle justifying that action. Here we have *Freedom* — a priceless heritage in our American Way of Life — our greatest blessing.

* * * *

It is different in other countries. There, the efforts of the people to regain their pre-war standards of living are being slowed down — if not stopped altogether — by government *controls* over the functions of business, and government *denial* of the right and capacity of the people to manage themselves and the things they own. Thus, their incentives for independent planning are being destroyed, and, despite a generous outpouring of funds from America to help them on their way, news continues to come back to us describing standards of living far below our own in many places, with hardships and privation in others.

The right of *our* people to manage themselves and the things they own has, in fact, made this country so great we are able today to meet the heaviest tax demands in the peace-time history of our national government, and still enjoy a

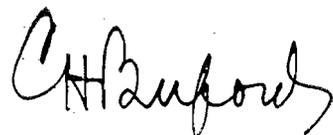
higher standard of living than exists anywhere else on earth.

It can be different here. We already have public officials, businessmen and many others trekking to Washington for a hand-out of some of the tax money collected in their own communities for things they otherwise could provide for themselves more efficiently and more economically. It is necessary, therefore, for government to tax away the earnings and economic independence of the people in order to return some of it to them in doles, low cost housing, insurance, education and fixed prices. With these things come *controls* over business and *denial* of the right of the people to manage themselves and the things they own. With these things come fixed pensions, fixed profits, *fixed wages* and *fixed work!*

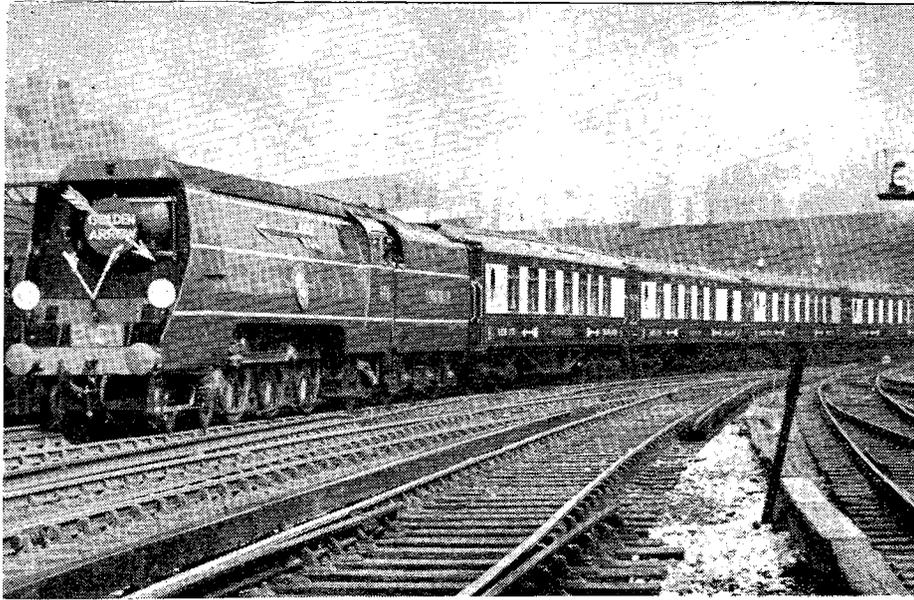
* * * *

Nowhere else are people better off than we are, nor have they anywhere near as much as we have in America. Countries whose governments are opposed to the American Way of Life have nothing to offer toward improving our lot, but instead look to us for help to improve theirs.

On Thanksgiving Day this year we will again give thanks for the blessings bestowed upon us — and the freedom we still enjoy should head the list.



President



The London-Dover daily "Golden Arrow," fast continental train of the Southern Region of British Railways in London-Paris service, leaving Victoria Station, London. This is one of the many fine trains introduced in Britain under private enterprise but now turned over to the State.

Government ownership isn't paying off in England

The following article is reprinted from the October issue of Railway Employees Journal, the official publication of the Benefit Association of Railway Employees.

GOVERNMENT ownership of English railroads isn't paying off, either for railway workers, shippers or taxpayers.

Passenger fares and freight rates both are up about 55 per cent. In England, the per ton-mile freight rate now is about three times that in the United States, and the basic one way passenger fare is five cents a mile, third class.

On top of that, the nationalized English system failed by something over 20 million dollars to take in enough last year to cover its outgo. That means the public treasury must dip into the pockets of the taxpayers to cover the deficit, so that British taxpayers will feel that extra bite just as passengers and shippers are feeling the bite of increased rates and fares.

The old myth that railway workers would exercise a larger degree of "worker control" over the roads under government ownership also has been exploded. John Bensted, former head of the British National Union of Railwaymen, was named as one of the four full time members of the Transport Commission set up to rule the nationalized railroads. Yet when the workers' request for a wage advance of \$2 a week was turned down, he warned his former union constituents against believing that the British public is "a milch cow from which higher and higher rates can be extracted."

Other former union leaders, as they have been absorbed into management of the nationalized lines, have made similar shifts in their attitudes, with the result that spokesmen for the workers' organizations are currently calling the socialized system "bureaucracy run riot." The workers have discovered that the government is no longer, for political reasons, on the side of worker requests with respect to either wages or working conditions. It isn't even neutral. Instead, government is on the side of the commission it has set up to run the railroads.

Britishers generally are damning their railroads' performances loudly and voluntarily. They say service would be better because improvements would come faster, if private managements were forced to go out and get traffic, and were allowed to spend the more than \$400 millions representing war-postponed maintenance, which the railroads had on hand on the eve of nationalization.

Nor do shippers like the total absence of competition among the railroads. Indeed, an increasing number

of them are buying their own trucks and transporting their own goods rather than ship by rail. This diversion of traffic has grown so threatening that the Minister of Transport recently stated publicly that if the privilege of operating private trucks is "abused in any way, we shall not hesitate to take the necessary steps to put it right." He didn't say just what these steps might be, but they certainly will not be in the direction of less government control over privately owned trucks.

The results in England, from the standpoint of railway workers, passengers and shippers, and taxpayers, all point to the conclusion that all is not gold that glitters and that government ownership is proving a "backbreaker" for everyone, except perhaps the small group of politically selected men who run the show. These results also will confirm the feelings of the great majority of railroad workers in the United States that the American private, competitive plan is better. Certainly what is happening on the English railroads gives us all reason to rejoice that it didn't happen here.

Get Your Hiawatha Playing Cards!

FINE quality pinochle and bridge deck playing cards bearing the Hiawatha emblem and the Milwaukee Road slogan, "The Route of the Hiawathas," are now available to Milwaukee Road employes and their friends at 40c per deck. They may be ordered in any quantity by sending a money order or cash—no stamps, please—to H. Sengstacken, passenger traffic manager, Room 708 Union Station, Chicago 6, Ill.

Ever Hear of a CRANBOREE?

A BUMPER CROP OF CRANBERRIES
INSPIRES A CRANBERRY JAMBOREE
IN WISCONSIN RAPIDS, WIS.

IT HAS been pointed out that in the part of Wisconsin where the rich lowland soil produces the nation's finest cranberries, the juicy red berry outranks the turkey as the Yankee emblem of Thanksgiving. This may not be so, but a near-verification of the argument was presented this year at Wisconsin Rapids, cranberry capital of Wisconsin, when the Chamber of Commerce sponsored a festival, or so-called Cranboree, in token of the bountiful fall harvest. The jamboree on Saturday, Oct. 3, was the biggest community celebration ever held in that area.

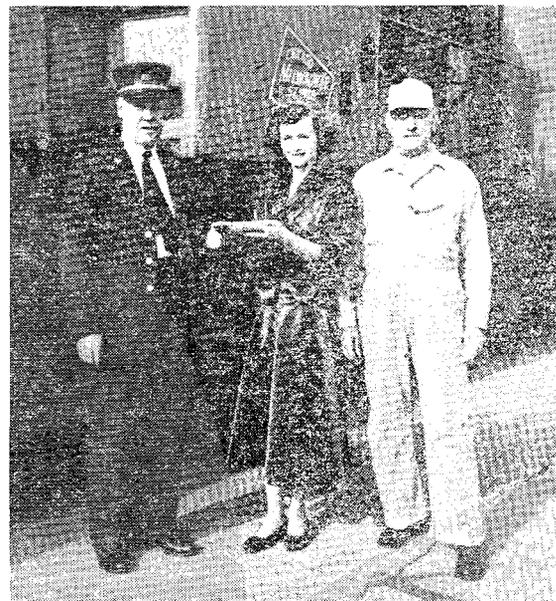
Although the Cranboree did not get under way officially until Saturday morning passengers on the Milwaukee Road's Northwoods Hiawatha had a foretaste of the festivities on the preceding day when, at the Wisconsin Rapids stop, they were victims of a "holiday gang." Led by Cranberry Princess Marilyn Kolstad, a group of neatly uniformed high school girls boarded the train carrying trays of flavorful cranberry juice for the refreshment of the passengers. Princess Marilyn took over the head end and, without resorting to gunplay, induced the crew—Engineer Louis Schultz, Conductor

M. E. Donovan and Fireman Steve Schultz—to eat a cranberry pie.

The widely publicized program of events brought an influx of visitors to the city to see the pretty girls, the pie eating contests, the baton twirling, the big parade and the gigantic Cranboree ball. The morning events went off on schedule, what with the junior crowd working its way through the pie eating and juice slurping, and Pa and Ma lurching on free cranberry pie and coffee.

These free cranberry pies were not the least of the festival attractions. Some 1,200 pies, a total of nearly 10,000 pieces, were served to visitors with the compliments of the Pillsbury Flour Mills. (The recipe for one of the official pies appears in the Home Department of this issue of The Milwaukee Magazine.) Outdoor stands were erected for the purpose and, in addition, the pies were served in all of the city restaurants.

A heavy downpour in the early afternoon almost spelled finis to the festival, but the sun showed its face after a while and thousands of spectators ventured out to watch the parade. The prettiest floats, having been protected from the rain, were hauled out and with only a short hitch the



Cranberry Princess Marilyn Kolstad smiles, and Conductor M. E. Donovan (left) and Engineer Louis Schultz don't have to be coaxed into eating that cranberry pie.

procession went forward—marchers, bands, civic organizations, the Cranberry Princess and her entourage, visiting queens, and all the other ingredients of a colorful parade in the classic American tradition.

The festival came to a climax at night with Princess Marilyn being crowned at a ceremony held on a barge in the middle of the Wisconsin River and with a gigantic ball in the Lincoln field house. Cranberries added gaiety to these scenes as decorations, and as corsages for pretty young misses.

Wisconsin, with 25 per cent of the national output, is one of the leading cranberry producing states in the country. Cranberry culture was started in the state about 1875. In those days of unbroken land, poor roads and primitive facilities, The Milwaukee Road played an important role in the pioneering of the industry. Railroad taxes paid for better roads and otherwise lightened civic burdens. Convenient sidings, prompt service, good equipment and fast freight schedules all made for increased marketing and growth, a vital contribution to the American way of living.



The "holiday gang" of high school girls who boarded the Northwoods Hiawatha at Wisconsin Rapids to serve cranberry juice to the passengers.

Draver Elected Vice President In Charge of Traffic

ANNOUNCEMENT was made on Nov. 9 that the board of directors of The Milwaukee Road had elected Paul H. Draver vice president in charge of traffic, to succeed E. W. Soergel, who died Aug. 20, 1949.

Mr. Draver, a native of Stillwater, Minn., who today makes his home in Evanston, Ill., near Chicago, started with The Milwaukee Road in Kansas City, Mo., in 1916, in the Road's local freight office. He was appointed city freight agent in Kansas City in 1927 and traveling freight agent in 1936. Two years later he advanced to the position of general southwestern agent, with headquarters in Kansas City. In 1942 he was transferred to Milwaukee as assistant general freight agent, and was called to Chicago on Feb. 1, 1948, to fill the newly-created position of general freight traffic manager.

In a statement made to The Milwaukee Magazine, punctuated by local and long distance telephone calls from shipper friends, Mr. Draver said, "I can't honestly say that I have any plans that will effect material changes in the department's operation, although my principal aim and ambition has always been to do a better job than I had been doing. I am hopeful that the entire traffic department will endeavor to do the same thing. We have all been associated



Paul H. Draver

together for quite a while and I think we understand each other.

"I will say this, however," he added. "Our traffic prospects will be good when we are out of this period of strikes. There's a lot of traffic to move, and we certainly intend to get our share of it."

of the La Crosse and River Division, with headquarters at Portage, Wis., vice F. G. McGinn, promoted.

G. H. Lane is appointed assistant superintendent of the Iowa and Southern Minnesota Division, with headquarters at Austin, Minn., vice T. E. Witt, transferred.

W. E. Swingle is appointed assistant superintendent of the Milwaukee Division, First District, with headquarters at Milwaukee, Wis., vice G. H. Lane, transferred.

Appointments

Passenger Traffic Department

Effective Nov. 1, 1949:

R. A. Klotz is appointed assistant to passenger traffic manager, Chicago, succeeding W. E. Cooper, retired.

Operating Department

Effective Nov. 1, 1949:

A. C. Novak is appointed superintendent of the Joint Agency at Kansas City, Mo., vice R. A. Woodworth, who has voluntarily retired after many years of service.

F. G. McGinn is appointed assistant superintendent of the Dubuque & Illinois Division, with headquarters at Dubuque, Ia., vice A. C. Novak, promoted.

T. E. Witt is appointed trainmaster

California Via the Pacific Northwest

FOR the guidance of tourists who are planning trips to California, the Milwaukee Road has placed advertisements in newspapers to acquaint them with the advantages of traveling via Seattle and the Pacific Northwest. Also being distributed is a comprehensive folder, "California Via the Pacific Northwest," which illus-

F. H. Johnson

FREDERICK H. JOHNSON, retired public relations officer of the Milwaukee Road, died in MacNeal Memorial Hospital, Berwyn, Ill., on Oct. 23 after a two-week illness. Funeral services were held in La Grange, Ill., where he made his home. His widow, Grace M., and a son, Byron C., survive.

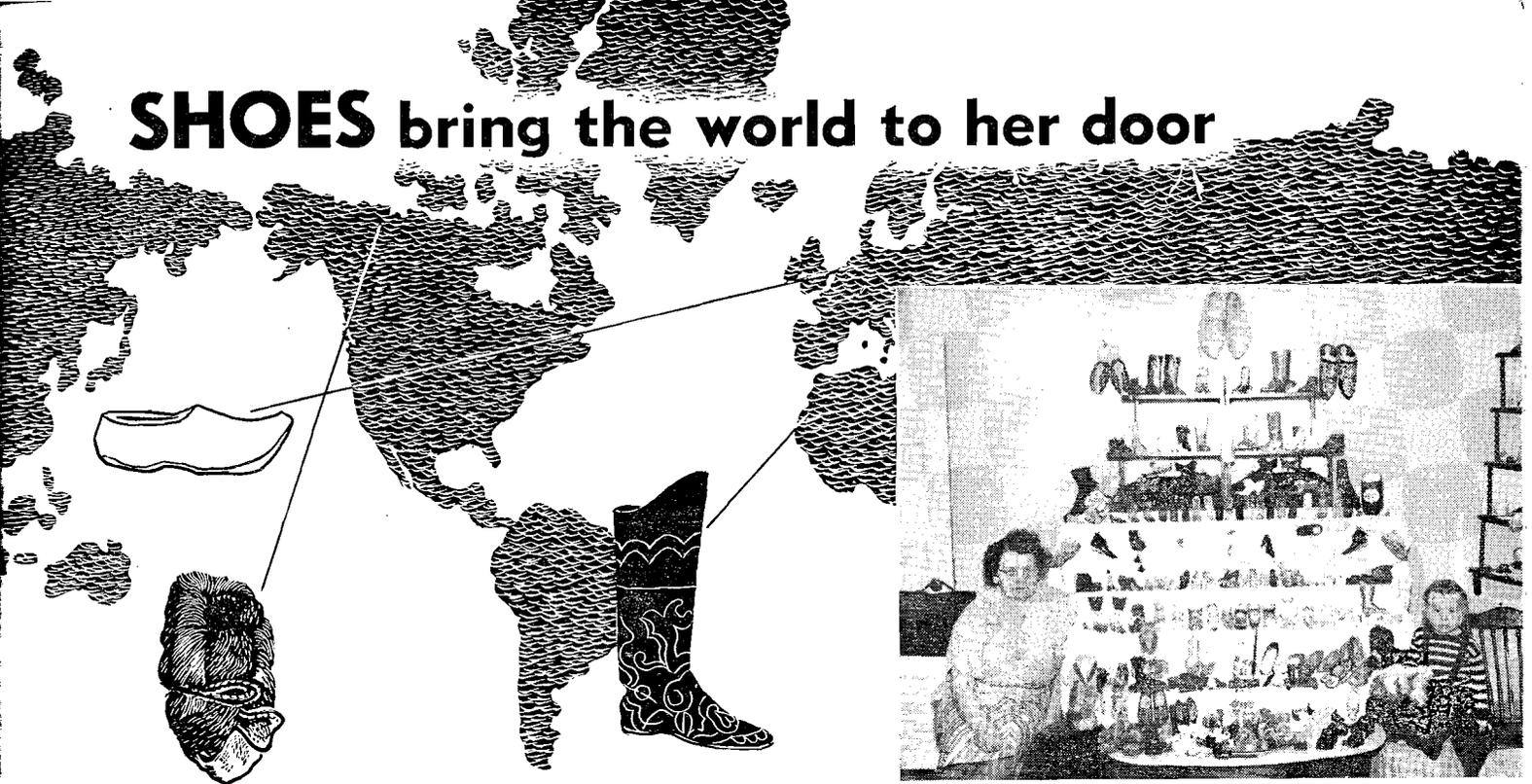
Mr. Johnson's distinguished career with the Milwaukee Road was notable among railroad officials for leadership in the public relations field and he was one of the first to assume the duties of a public relations officer. He was born in Burlington, Ia., on Aug. 10, 1877, and started railroading at 15 with the Burlington in his home town. After some years with that line he took employment with the M.K.&T. in St. Louis and subsequently with the Missouri Pacific in Sedalia, Mo., but he returned to the Burlington in 1897. In 1902 he moved to Chicago where he served as secretary to various Burlington officials. In 1915 he was promoted to chief clerk to H. E. Byram, operating vice president, and when Mr. Byram became president of the Milwaukee Road on Sept. 27, 1917, Mr. Johnson came with him as office assistant.

It was on Mr. Johnson's recommendation, in April, 1923, that the public relations department was established. As assistant to president in charge of public relations, Mr. Johnson started many of the activities which are now a part of the Milwaukee Road plan. In addition to the various programs he inaugurated, he also designed much of the advertising which appeared in weekly newspapers and served as chairman of the Milwaukee Road Public Relations Committee. Up to the time of his retirement, on Jan. 1, 1948, he took an active part in the operations of several national and local public relations associations and was highly regarded as an authority in that work.

trates the thrilling beauty of the Milwaukee Road route and the scenic coastline way to California.

The folder furnishes detailed information about itineraries and accommodations and explains how a traveler can add miles of sightseeing to his trip without adding to the cost of his rail ticket. For the budget minded it suggests traveling "Touralux" on the Olympian Hiawatha, or tourist on the Columbian, between Chicago and Seattle, making a daylight trip from Seattle to Portland and thence to San Francisco or Los Angeles, returning to Chicago in a tourist sleeping car.

SHOES bring the world to her door



Shoes of every size and from every corner of the earth find their way into Mrs. Rawlings' collection. Like her grandmother, little Brita Decker intends to be a collector, too. (Photo by Ray Moore, district adjuster, Miles City, Mont.)

by Mrs. A. W. Wickersham

President, Miles City Chapter
The Milwaukee Road Women's Club

A HOBBY that started with a joking remark—"Looks like Grandma Rawlings is collecting slippers and boots"—has grown into a shoe collection which the owner, Mrs. John Rawlings of Miles City, Mont., values at several thousand dollars.

Mrs. Rawlings is the wife of Passenger Conductor "Jack" Rawlings, a Trans-Missouri Division pioneer, and has been an active member of the Milwaukee Road Women's Club since the Miles City Chapter was founded in 1925. Her amazing shoe collection is a local wonder and was displayed in connection with the

chapter's "Over the Top" membership dinner on Oct. 3. About 200 members and guests attended the showing and heard a talk by Mrs. Rawlings in which she explained the origin of her collection and some of the customs connected with it. Pictures of it are to be added to the chapter's scrapbook of 1949 activities which is being compiled by the historian, Mrs. Anton Kolar.

Like many other collectors before her, Mrs. Rawlings has learned that an interesting hobby has its educational side. Her enthusiasm for it has been transmitted to her husband, and to her daughter, Mrs. Helen Decker. The following history of the collection was compiled with Mrs. Decker's assistance.

About 35 years ago Mrs. Rawlings had her daughter's baby shoes metalized to preserve among her treasures. Then, in the 1930s, she received a pair of pottery Dutch type shoes as a gift, and in 1934, at the Century of Progress in Chicago, she purchased a pair of wooden "klompen" in the Holland Village. When her grandchildren came along later, their little baby shoes were added to the collection and displayed on her living room shelves. In fun, relatives and friends who joked about them, began to send her novelty footwear, and from this start she took to collecting in earnest.

All through World War II, soldiers

she knew sent her slipper novelties from the various theaters of operations. She also joined several hobby clubs and in a few years, through trading, gifts and purchases, her collection mounted to almost 1,000 items. Except where the shoes are paired, no two are exactly alike. The largest are the men's "klompen" purchased at the Century of Progress, the smallest a pair of sterling silver baby shoes less than one-quarter inch long. The oldest are a pair of white satin ballet slippers which are believed to date from the 18th century. One pair of tiny shoes from China was made when it was the custom for fashionable women to bind their feet. The sender wrote to Mrs. Rawlings that "madam had a desire to have feet smaller than the queen's."

The shoes are of all different styles and of almost every conceivable material, including such substances as salt and sugar, chalk, wax, driftwood, shells and sand, agate, coal—even soap. Some made of cloth, or wood and leather, are wearable while others are only novelties. However, some of the novelties are functional, such as a boot-shaped wine bottle and glasses, a ladies' high-top boot doorstop, shoe pin cushions, paper weights, snuff boxes, candle holders, vases, a pipe with a boot-shaped bowl, and so on.

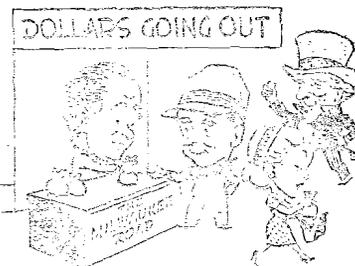
About 32 foreign countries are represented in the shoe collection. Those



Members of Miles City Chapter of the Milwaukee Road Women's Club view a part of Mrs. Rawlings' shoe collection. From left: Mrs. S. E. Moss, program chairman, Mrs. M. F. Gudmundson, Mrs. Rawlings, Mrs. A. W. Wickersham, president. (Photo by Ray Moore, district adjuster, Miles City, Mont.)



How are we doing?



	SEPTEMBER		NINE MONTHS	
	1949	1948	1949	1948
RECEIVED FROM CUSTOMERS				
for hauling freight, passengers, mail, etc....	\$21,165,298	\$24,274,339	\$180,877,667	\$199,124,838
PAID OUT IN WAGES				
PER DOLLAR RECEIVED (CENTS).....	(45.9)	(43.8)	(51.1)	(49.3)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment insurance	599,897	651,346	5,669,376	5,656,501
PER DOLLAR RECEIVED (CENTS).....	(2.8)	(2.7)	(3.1)	(3.0)
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest	9,313,441	10,824,417	80,591,781	84,497,666
PER DOLLAR RECEIVED (CENTS).....	(44.0)	(44.6)	(44.6)	(42.7)
NET INCOME	1,541,087	2,172,117	2,692,284	5,786,258

added most recently were a tiny pair of soft sealskin slippers with knitted inner soles of wool yarn. They were made by an elderly Icelandic woman and mailed by a postal clerk at Akeyuri. A pair of native sandals was received from British West Africa in exchange for a used box camera, and a pair of children's slippers from Korea was a Christmas gift from an American Army officer.

Among the most interesting of the foreign items are military shoes which were hand carved by an Italian prisoner of war interned in the Union of South Africa. Another unique pair are purple velvet slippers trimmed with sand and shells made by an Australian aborigine. From Algiers came a pair of "babouches" of green velvet heavily embroidered in metallic thread, a type worn by Mohammedan men. The sender wrote that the rank of the wearer was designated by the color—yellow for the lowest caste; green, "the color of the Prophet," for those of importance.

The American group consists of shoes from almost every state in the

Union. Slippers and boots of early American glassware, such as Sandwich and Vaseline glass with daisy and button, are among the well known patterns which are included.

It might occur to someone to ask of what value is such a collection? The answer is that collectors have offered to buy the entire collection, or certain groups, or rare shoes in it. However, Mrs. Rawlings says it is not for sale, that she plans to save it for her small granddaughter, Brita Decker. But aside from the intrinsic worth, Mrs. Rawlings places a greater value on the friends she has made through the correspondence her hobby entails. Through them she has learned not only how the world is shod, but has also acquired a wealth of information about glass, porcelain, china, pottery and other materials, and an education in the manufacture and history of footwear.

The average man considers himself entirely out of debt when he don't owe nothin' except on his car and his doctor bill.

—Will Rogers

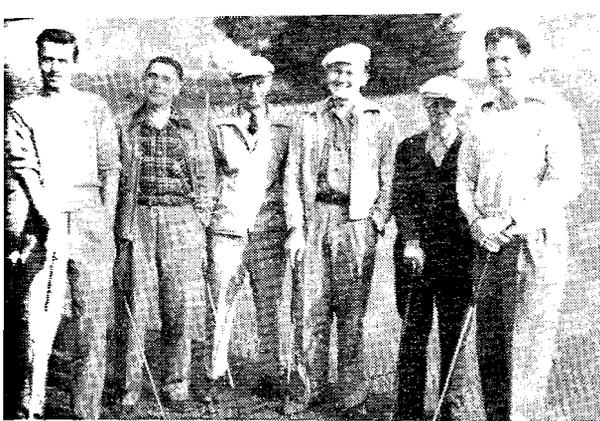
Agent Wolf Johnny-on-the-spot

THE name of Alex N. Wolf, agent at Abrams, Wis., turned up recently on the list of employees who have been commended for accident prevention. Wolf was cited for flagging down No. 88 when he noticed a flaming hot box on the train as it passed through Abrams, although he was off duty at the time.



Alex N. Wolf

In reporting the incident, Superintendent F. T. Buechler, Green Bay, Wis., said: "Action of this kind is commendable because it shows that Wolf has the interest of the railroad always in mind. He was alert to making an inspection of a train passing through his station although he was not on duty, and in this case he may have averted an accident."



Winners all — from left: Jim Jennings, Walt Jennings, "Doc" Munro, Al Nance, Ivar Berven, Larry Wean.



Neat shots to the green by "Doc" Munro (left), Walt Jennings and son Jim.

Coast Golfers Hold First Tournament

THE FIRST golf tournament for Milwaukee employes on the Coast Division was held at Tacoma, Wash., the week ends of Sept. 24 and Oct. 1, at the Brookdale Golf Course. Larry Wean, assistant division engineer at Tacoma, was the instigator.

Top honors of the tournament went to Bob Bigelow, Seattle traffic department, who fashioned a neat 3 over par 74, which was not bad for an introductory effort.

In the first division, a three-way tie split honors between Larry Wean, brakeman Harry Bock and Boardman Bob Huntsman, who turned in net scores of 67. Third spot was taken by Switchman R. L. Robinson.

Second division honors were split by Trainmaster Dick Fairfield, Harry McMahon, division safety engineer, and Phil Mulo, Tacoma traffic department, with net 64s. Al Nance, secretary to superintendent, was second, Ivar Berven, cashier at Tacoma, took third, and Emmett Maloney, Tacoma traffic department, fourth.

In the third division, Verne Hinrich of the Tacoma traffic office stood alone, leading the field with a net of 55. Walt Jennings of the store department and Henry Williams, Seattle traffic department, divided second place money with a net of 61. Other prize winners included Roadmaster A. E. Moxness, Bill Sarkenoff, Seattle traffic office; C. W. McMillan, traveling engineer; George Ellis, general foreman store department; and "Doc" Munro and Jim Jennings, store department.

The response of players and galleryites to the tournament was so enthusiastic that plans are being laid for a repeater in 1950. Coast golfers are also considering a challenge to other followers of the sport, with a special invitation to those in the Chicago area for a contest in either Butte or Miles City, Mont.

November, 1949

by Harry W. Anderson
Division Editor, Tacoma, Wash.



Larry Wean lines up a tough play.



Al Nance has another putter, but this one knows the way around the course.



Ivar Berven strokes one into the cup.

With a claw bar and track spike, A. E. Moxness does it the hard way.



Presenting NICK KONTOS

Winner of
Honorable Mention
in Essay Contest

by W. E. Ring
Division Engineer, Butte, Mont.

NICK KONTOS is a railroad propagandist of a sort and writing an essay on "Why I Like to Work for The Milwaukee Road" was less a matter of search than of putting on paper the reflections of 28 years on a job that has given him personal satisfaction. He has ample reason to be proud of winning honorable mention in the essay contest on that subject last fall.

Nick has put in the greater part of his service at Vendome, Mont., a small station on the east slope of the Rocky Mountains consisting of a section house and a bunk house. His closest neighbor is six miles away, so he devotes a great deal of time in the evenings to reading. Railroad magazines are part of his reading material—magazines which serve to increase his knowledge of the progress and problems of the industry.

When Nick came to the Milwaukee Road he did not figure on staying long. Before World War I he had been a section laborer for the Union Pacific, but he left that job during the war to serve in the armed forces. Upon his discharge he signed up with the Milwaukee on another section job,

Nick Kontos



Honorable Mention

Why I Like to Work for The Milwaukee Road

In my opinion, railroading is the most interesting occupation. It combines teamwork with a great variety of jobs. Working for a railroad, one can feel the pulse of traffic and see the intricate mechanism that runs it. The twin ribbons of steel that tie the North American Continent together always intrigue everyone from the smallest boy to the oldest man. Railroading is the romance of world trade. It is interesting. It is fascinating. I like railroading.

The teamwork necessary in railroading invariably brings together in true fellowship the employes of the different departments. The trainmen and dispatchers depend on the maintenance of way crews to have the track safe for train movements; the dispatcher depends on the train crew to bring the train safely to its terminal. The trainmen depend on the dispatcher for the train orders that are needed to bring the train to the next terminal. Railroad men depend on each other. During my 28 years as a section foreman with The Milwaukee Road, I have met many fine people who are now among my closest friends. From the friendly wave of the engineer in the cab of his giant electric motor at the head end of a heavy drag, to the occasional chat with the signal maintenance man—they are examples of friendliness. Railroad people are a friendly lot.

By traveling on a train, anyone can learn much about the American Way of Life. While traveling on a train, people nearly always seem more friendly. This is especially true of the type of traveler found on the Olympian Hiawatha. On this luxurious speedliner you can talk with a sheep man from Harlowton or have a friendly talk with a sophisticate from New York City. On a train, everyone is friendly and all are willing to talk and become your friend.

A railroader learns about the geographical greatness of our nation. Long freight trains winding up the spine of the Continental Divide—each train is a geography lesson in itself. Freight cars on the trains represent every part of our nation—Milwaukee—Southern—Pennsylvania—Santa Fe—Kansas City Southern—Union Pacific—cars of coal, government material, reefers of fruit for the East, cattle for Butte—the romance of trade. A pretty girl from some unknown place waving to you from the observation car of the gaily colored Columbian—or viewing the tonnage of a time freight—this is not only fascinating, but it is educational.

A railroad job means security. A fine retirement plan along with a hospitalization plan offers a railroader security. Soon I shall be old enough to retire, but I know that during my spare time I will be along the tracks of The Milwaukee Road reminiscing over the good old days. Railroading is in my blood.

NICK S. KONTOS
Section Foreman
Vendome, Mont.

but his intention to stay only a short time was dispelled by contacts with other employes and a liking for the work. He decided to make it permanent and was promoted to foreman. He is still holding that position.

A day's work for Nick consists of patrolling his section in the heavy grade mountain territory, doing track maintenance work with his men, assisting on nearby sections, and various jobs, such as helping load cattle. At times he has been called out at night to change out a broken rail, and he has done emergency work in tem-

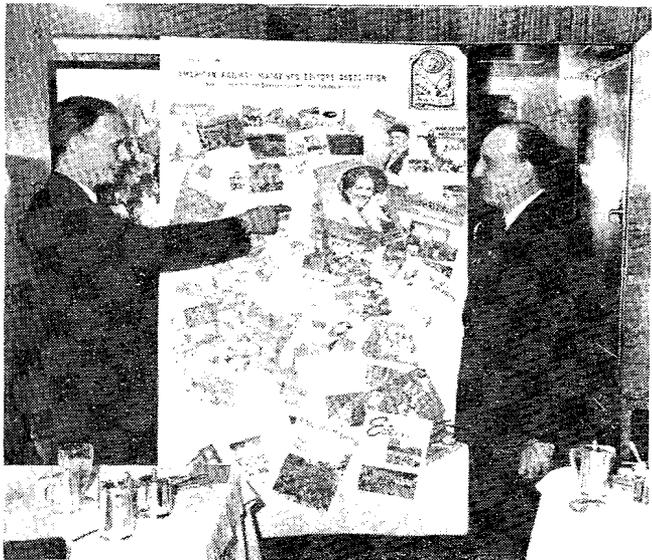
peratures as low as 35 degrees below zero. It's part of the job to Nick, and he is glad that the role he plays in the maintenance of the railroad helps to keep the trains running.

Nick's biggest accomplishment, he feels, was raising his family. His wife died when his boy was four years old and his girl was a baby of two months. It was hard to provide them with the care that would have been given by their mother, but he was successful to the extent that his son is now a sophomore in the Seattle Pacific College and his daughter is a

Railroad Fair Makes Exposition History

THE Chicago Railroad Fair ended its two-season run Sunday night, Oct. 2, closing on a note of triumph. The exposition which was held this year by popular demand, attracted 2,732,739 visitors of whom 1,449,954 saw

found romance. Among them were the Indian families who had appeared at the Santa Fe exhibit, including an extra member, little Seeva Fair Lucas (an Indian name meaning "Little Miss Railroad Fair") who was



A mounted record of some of the publicity which American railroad magazines gave to the Chicago Railroad Fair during its two-season run, on display in the Illinois Central dining car at the fair, is inspected by Major Lenox Lohr, fair president (right). Explaining the layout is George W. Eastland, editor of the North Western Newsliner and president of the American Railway Magazine Editors' Association.

the Wheels a-Rolling pageant. In 1948 the fair attendance was 2,500,813, a record which was broken this year.

A brilliant display of fireworks climaxed the closing ceremonies, and a lusty rendition of "I've Been Working on the Railroad" followed the visitors as they left the grounds. As the last stragglers went through the gates, the work crews were already moving in to dismantle the mile and a half of exhibits.

The closing of the exposition brought to an end an eventful summer for the 1,000 fair employes and exhibit attendants, some of whom had

born on the fair-grounds. A three-month-old Hereford calf and a four-month-old filly whose mothers were in the cast of the Wheels a-Rolling pageant were also to have their first glimpse of the world outside.

The report that the fair had made exposition history was confirmed by Major Lenox Lohr, fair president. "The fair drew the largest number of visitors ever attracted to an exposition staged by a single industry," Lohr said. "It is the only fair ever to break attendance records in its second year, and above all, it broke even financially."

Nick Kontos

(Continued from preceding page)

senior at the Whitehall High School. He is proud that they are receiving educations and that he has always been able to provide for them.

An example of the interest Nick and his family take in the railroad is indicated by a model of an Olympian Hiawatha coach which was made by his son. This occupies a prominent place in their living room and is shown to visitors.

Nick is of stocky build and despite his 60 years is capable of handling heavy work. When he speaks of retirement, it is with the thought of some distant date. He intends to serve the railroad a good many more years.

Advisory Board Honors C. G. Hurlbut

C. G. HURLBUT, who retired from the position of assistant freight claim agent at Seattle, Wash., on Sept. 30, has been honored by the Pacific Northwest Advisory Board for his work on the Freight Loss and Damage Committee. At a meeting in Spokane, Wash., on Sept. 22, the Board expressed its appreciation by drafting the following resolution:



C. G. Hurlbut

"Whereas, Charles G. Hurlbut has completed many years of meritorious service with The Milwaukee Road, and has reached retirement requirements, and

"Whereas, Mr. Hurlbut has continuously, enthusiastically and energetically engaged in loss and damage prevention activities, therefore,

"Be it resolved that the Pacific Northwest Advisory Board and Canadian associates in general, and the Loss and Damage Claim Prevention Committee in particular, hereby express their hearty appreciation of Mr. Hurlbut's efforts, and

"Be it further resolved that the Pacific Northwest Advisory Board extend the wish of many happy years to go to Mr. Hurlbut following his retirement."

Mr. Hurlbut, who retired at his own request, has had headquarters in Seattle for the past 28 years. Milwaukee Road associates paid him tribute on Sept. 27 when he was the guest of the Seattle Service Club at its first fall luncheon. John H. Andrews, chief clerk in the Seattle freight claim department and a Milwaukee Road man for 30 years, has been appointed to succeed him.

E. E. White Addresses Cleveland School

EARL E. White, traveling freight agent with headquarters in Cleveland, Ohio, recently made an address before students of the Niagara School of Speech and Psychology in Cleveland. The subject of his talk was, "How



Earl E. White

to Live a More Abundant Life." Mr. White is a graduate of the school. At the present time he is furthering his education in traffic work with an advanced training course at Cleveland College.

Mr. White is rounding out his 26th year with the Milwaukee Road. He started as a caller at the Bensenville roundhouse and worked at various other positions in the yards at Bensenville, Mannheim, Galewood, Western Avenue and Union Street. In 1942 he transferred to the traffic department, taking a position in the office of the general agent in Chicago. He was promoted to city freight agent in 1945 and a short time later was made chief clerk in that office. He was appointed to his present position in 1947.



PHONERS' BONERS

There was a young steno from Butte
 Who was said to be awfully cute,
 But how she did rattle,
 And gabble and prattle,
 While business went some other route!

IN FAIRNESS to the imaginary young steno from Butte it should be said that she really wasn't a bad sort. That is, there was nothing wrong with her that a little less gab wouldn't have fixed. In a word, she liked to talk. And, like too many of us, she frequently chose the wrong time to do it. Why, she used to stick with a personal conversation for what seemed like hours, while the other telephone on her desk danced a fandango and fairly rang itself loose at the screws.

What she didn't take into account was that the call on the other phone, or maybe the one trying to get through on the phone she was using, might have been from the railroad's biggest shipper. And even if it wasn't, the caller was entitled to the courtesy of a prompt answer. Of course, you say, the lady from Butte *was* cute.

Moral: *Being cute is no excuse.*

Behind the Report

by J. E. Boeshaar

Correspondent, Milwaukee, Wis.

PERHAPS the 7 A.M. report gave only casual mention of the fact that No. 5 was delayed 15 minutes at the South 6th Street crossing in Milwaukee for sectionmen to flag over broken



Earl R. Hawkins and young son, Earl Jr.

Perfect Record for 53 Years

FOR an intimate picture of an outstanding "Man from Missouri," The Milwaukee Road can point to Thomas E. Manso, agent for the Milwaukee and the Chicago Rock Island and Pacific at Lawson. Manso, with



Thomas E. Manso

53 years of service, is senior agent on the Kansas City Division and holds the remarkable record of being on the job for this period without earning a single reprimand or missing a day's work because of illness.

Manso is a native Missourian, born at Avalon on Jan. 20, 1877. It was on Aug. 14, 1896, that he started with the Milwaukee as a night telegrapher at Liberty. The salary was \$30 a month. With ambitions to become an agent, he took the agency at Birmingham, although it involved a \$5 cut in pay. Subsequently he acted as relief agent at various stations on the division and as operator at Mystic, Ia.

He was the Road's first agent at Bidwell, Ia., from where he transferred, in 1899, to Elmira. In 1900 he became agent at Powersville, Mo., staying there 11 years. He moved to Lawson as agent on June 9, 1911 and

when the Rock Island was built through to Kansas City he also became the agent for that road. He is the only agent the Rock Island has ever had at Lawson.

In addition to representing the railroad in Lawson, Manso has been very active in civic affairs. He is a member of the Rotary club in which he is serving his second term as treasurer. He has also served as president of the board of education of the Lawson school district, as a member of the board of aldermen, and as city clerk.

SANTA'S HELPER



rail. However, the story might have been entirely different, even to the point of a dangerous derailment, had it not been for the initiative displayed by Section Foreman Earl R. Hawkins of the Lake section.

Hawkins and his force were inspecting the track in the vicinity of the crossing about 11:30 a.m. on Sept. 15 when they discovered that a 16-inch section was out of one of the rails. The condition was very serious, as the Morning Hiawatha was due to pass in short order and the break was of the type which does not interfere with signals and thus indicate itself. Hawkins sensed at once that there was not enough time to get back and stop the train short of this point, and with the resourcefulness born of a desperate situation, succeeded in getting the semaphore arm to a stop position, thus causing the next easterly semaphore to go into action. The train was governed by these indications and was cautiously flagged over the break at a low rate without incident.

The intrepid action and extreme effort brought into play by Hawkins merits recognition and he was commended accordingly by Superintendent Hotchkiss. This instance also provides a valuable lesson for all of us to take prompt action when dangerous conditions are observed on the railroad.



Some of the family groups who attended the get-together.

La Crosse Women's Club Entertains Service Club

by H. F. Ogden
Correspondent, LaCrosse, Wis.

WITH the opening of the harvest season, La Crosse Chapter of the Milwaukee Road Women's Club entertained the La Crosse Service Club members and their wives with a pot-luck supper. About 100 attended the party, which was held on Oct. 5 in the club rooms above the La Crosse freight office. To accommodate the crowd, additional tables were set in the adjoining rooms and hallways.

The supper tables, decorated in the spirit of Indian summer, were arranged by Mrs. C. E. Berg, president of the Women's Club, and Mrs. Walter Miller, treasurer. Others on the party committee were Mrs. Lansing Ellis, vice president, Mrs. Ben Dey and Mrs. Frank Lubinsky.

The meal was served at 6 P.M., after which the guests did some cross-table visiting. Two color films were then shown—"The Hiawathas Are Rolling" and "Portrait of a City" (Hamilton, Ont.)—following which the Women's Club held a short busi-

ness session. The remainder of the evening was devoted to a social time and card playing.

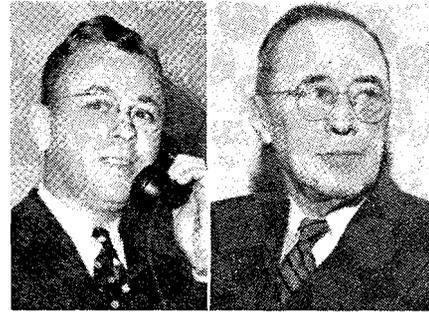
This was one of the semi-annual parties held jointly by the two La Crosse organizations. C. E. Berg, of the La Crosse engineering department, is chairman of the Service Club. Other officers are L. R. Coney, of the freight office, vice chairman; P. H. Crary, freight office employe, secretary; and Walter Miller, track department employe, treasurer.

W. E. Cooper Retires; Succeeded by Klotz

RALPH H. KLOTZ, who came to the passenger traffic department from the accounting department less than two years ago, has been named assistant to passenger traffic manager, succeeding Walter E. Cooper, whose retirement became effective on Oct. 31.

Mr. Cooper's career with The Milwaukee Road dates back to 1892, when he was first employed in the office of general passenger agent in Chicago as a messenger. He held the position of assistant to passenger traffic manager from Jan. 1, 1948, until the time of his retirement.

Mr. Klotz, who advances from chief rate clerk in the passenger traffic department to fill the position vacated by Mr. Cooper, started working for the railroad in 1920 in the accounting department, where he became thoroughly familiar with the subject of passenger rates.



Ralph H. Klotz Walter E. Cooper

The Railroads—Uncle Sam's Tax Collectors

EVERYBODY knows that the railroads are among the country's biggest and most dependable tax payers, but one of the services performed by the railroads which is apt to be overlooked is that of collecting taxes for the government. The total amount they are obliged to collect, which adds up to more than \$1 billion a year, breaks down as follows:

Amount of Taxes Collected for the United States Government by Class I Railways in the United States, The Pullman Company and Railway Express Agency
Calendar Year 1948

Kind of Tax	Amount
Income tax withheld at source on wages.....	\$ 399,289,393
Retirement tax withheld from employes' wages.....	259,418,432
Tax on amounts paid for the transportation of persons, etc.	134,773,868
Tax on amounts paid for the transportation of property	208,703,253
All other	1,097,924

Total \$1,003,282,870

This amount of more than \$1 billion is made up of many millions of transactions, most of them involving small amounts. The work is done without charge to the government, although obviously the collection and accounting of so many transactions involves large expense to the railroads.

Uncle Jake, the town character, was 80 years old.

"Don't you hate to grow old?" he was asked.

"Heck, no," said he. "If I wasn't old, I'd be dead."

"What was your Sunday School lesson about?" asked the mother as her small daughter returned from church.

"About a man named Solomon," the child answered.

"And what did you learn about Solomon?"

"Teacher said he had 300 wives and 7,000 cucumber vines."

How Well Do You Know Your Railroad?



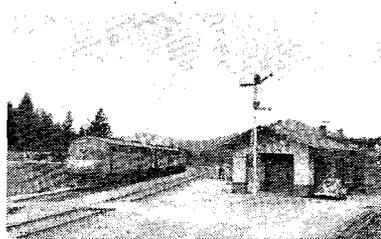
THIS month's offering for the people who know their railroad was taken by a man employed by a competitor line, but he enjoys reading *The Milwaukee Magazine*, particularly "How Well Do You Know Your Railroad?"

Here are a couple of clues: The train is northbound, and the building at the left is a hotel.

Among the many who guessed right on last month's picture was C. H. Coplen, an operator in Spokane, who stated that he had no trouble identifying the Plummer Junction station, since he was the first agent ever to serve in the building. That was in 1912. Conductor E. R. Burns of Alberton, Mont., identified the train as freight No. 264, eastbound from Malden, Wash., on the freight

main line, while the track to the right is the line which goes via Spokane and is used mainly by passenger trains.

P. W. Tift, chief operator at Plummer Junction, ventured the opinion that maybe it was Spokane Union Station.



The "mystery picture" in the October issue, showing Plummer Jct., Idaho.

my car. Hardly had I done so when I saw, just ahead of me, a lady heading toward the chair car behind mine. I had met this lady at a party several days before and while she was possessed of much charm she was, to my experience, the world's greatest talker. I was appalled. Suppose she should see me and insist on carrying on our conversation from where we had left off!

I wanted to relax. I had a good book, and I didn't want to talk all the way to Chicago. So I hung back for a step or two to hide behind some passengers who were going my way and in that fashion continued toward my car, from time to time glancing fearfully over my shoulder at the lady, who had loitered and was quite near.

As I approached my car I noticed that the porter was looking at me closely. When I presented my tickets he ignored them but asked me whether I had read about the frightful murder. Somewhat surprised by the remark, I replied that I had and that the morning paper had reported an arrest, although there was a doubt whether they had the right man.

"No sir," said the porter, "I don't think they've caught the right man yet!" And with that he placed a vise-like hand on my shoulder.

For a moment I didn't know what to make of this. Just then someone I knew came along and spoke to me by name, whereat the porter took his hand from my shoulder, although somewhat uncertainly, and helped me into the car. It was only after I was seated that I realized he had noticed my stealthy and furtive approach and had decided I was the real murderer making a getaway under cover of a false arrest.

I imagine he was disappointed about losing that reward.

The Right Man for Murder

An advertisement in the June issue of *Trains* magazine publicized the fact that the Milwaukee Road will observe its 100th anniversary next year and, in preparation for the celebration, is looking for historical data about the railroad and its predecessor lines. Among the responses it brought from rail fan readers was the following story from Graham Bush, Mount Vernon, N. Y., which, while it has no historical significance, is worth the re-telling as an amusing experience.

IT WAS around 1912 and I was making my annual visit to some cousins who had a summer place on Lake Michigan about 15 miles north of Milwaukee. Several days before I packed up to go home a brutal mur-

der was committed in the vicinity. There was no clue to who did it, no apparent motive, and everyone in the neighborhood was jittery. Naturally, it was front page news and a large cash reward was offered for the capture of the murderer.

On the morning I was to go away the papers reported that a man had been arrested for the crime, but that there was some doubt as to whether he was the actual culprit. I had engaged Pullman space on the CM&StP express for Chicago, leaving Milwaukee at about 11 A.M. In due course I reached the station, took up my tickets, and when the train came in, started across the tracks toward





Home Department.

Thanksgiving table for the children

ON THANKSGIVING Day it is traditional to have a large family reunion, with Mom and Dad, children and grandchildren, sitting down to a bountiful table. The hostess takes pride in preparing a lavish dinner for these family gatherings and considerable thought goes into the preparations for the meal and the comfort of the guests. But the best laid plans can miscarry when children are restless and overindulged in rich food.

So—if you are planning a Thanksgiving feast at your house and are inviting all the relatives with their families, one way to avoid confusion is to set a special table for the children, such as the one pictured here. In this way the children won't disturb the conversation of their elders, and yet can share the same meal. If you prepare an attractive table for the youngsters as well as one for the older members of the family, you will find that all will be as happy as it should be on this family day.

Buy a few well chosen decorations for the "young" table so the children will recognize it as a party that is their very own. Gay napkins, snappers at each place, and an appropriate centerpiece (make it yourself or buy it at the five and dime store) will create the holiday mood. A menu which was selected as one which will meet the approval of young and old is as follows: Traditional roast turkey cooked in the way you know best, string beans, the essential cranberry jelly, relishes, and sweet pota-

to balls—a favorite with children.

If you want to serve a rich dessert for the older members, give the children a simple dessert of their own. A good child's dessert which is easy to make and won't be too heavy is Vanilla Surprise. Here's the special recipe:

Vanilla Surprise

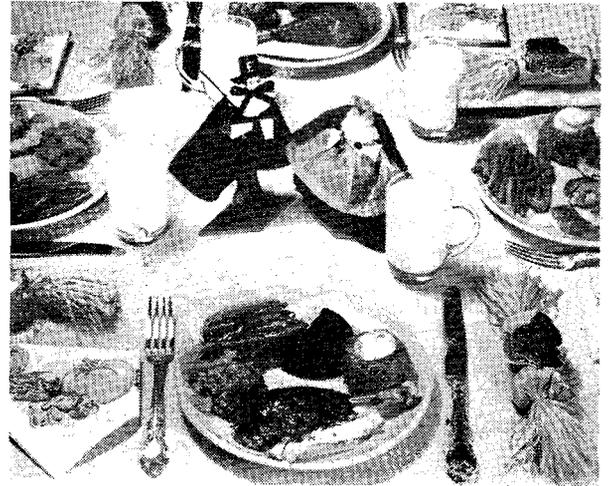
2 cups cold milk
1 package Amazo Instant Vanilla Dessert
¼ cup chopped maraschino cherries
1 square unsweetened chocolate, shaved

Pour milk into large bowl; add Amazo Instant Vanilla Dessert and whip rapidly with a rotary beater 30 seconds until smooth. Fold in cherries. Turn into sherbet glasses and top with shaved chocolate. Makes 6 servings.

The more elaborate dessert for the grown-ups' table could be cranberry pie. Here is a new recipe:

Cranberry-Raisin Pie

Prepare pastry as directed on a package of Pillsbury Pie Crust Mix, rolling out half of the dough and fitting it into a 9-inch pan. Fill with cooled Cranberry-Raisin Filling. Roll out the remaining dough ⅛ inch thick. Cut into 10 strips ½ inch wide. Cross the two longest strips over center of pie. Leave ends loose. Add remaining strips 1 inch apart, criss-cross fashion, weaving under and over. Seal ends and trim. Fold



Children's table with a Pilgrim centerpiece.

bottom crust to cover ends. Flute edge. Bake in moderately hot oven (400° F.) for 35 to 40 minutes.

Cranberry-Raisin Filling:

2½ cups sugar
2 tablespoons cornstarch
½ cup water

Combine the above ingredients and cook about 5 minutes. Add—
4 cups cranberries

1 cup raisins
1 tablespoon grated orange rind

Bring to a rapid boil, remove from heat and cool.

About the *piece de resistance* of this holiday feast, for a large gathering you will probably roast the turkey. This is the logical choice when serving two tables, for a portion of hot dressing placed on top of a serving of meat helps to keep the meat warm while it is being moved along to the smaller table. Also, a roast turkey is the versatile basis for a variety of tempting dishes which can be served later—dishes such as escalloped turkey, turkey biscuit roll, omelet, sandwich loaf. The latter is ideal for a late evening snack, or is hearty enough for the main dish of a next-day dinner.

A bored cat and an interested cat were watching a tennis game.

"You seem very interested in tennis," said the bored cat.

"It's not that," said the interested cat, "but my old man's in the racket."



getting ready for

Have you dreamed of a Christmas when your house would be in apple-pie order—greeting cards mailed, baking finished, gifts wrapped and ready to pile under the tree? Almost everyone has this dream and by planning now you can make Christmas the happy season it should be. With this goal in view, The Milwaukee Magazine has selected for its readers these pages of Christmas ideas and gifts which can be made at home. How many times have you shopped until you were weary for something original, the "perfect" present? This year, maybe you will find it here.

gifts of wood, made the pattern way

BUILDING articles out of wood, whether it be a pipe rack or a six-foot workbench, provides a practical answer to many Christmas problems. Also, there's nothing quite as relaxing as working with your hands, and the make-it-from-a-pattern way is easy and lots of fun. The pattern is merely traced on the lumber, and the lumber is then sawed and assembled exactly as the pattern indicates.

Let's start with a gift that every pipe smoker will enjoy—a rack that not only keeps pipes in a tidy and decorative way but also eliminates the possibility of spilling loose ashes. The horse head involves no knowledge of wood carving, just follow the directions outlined in the full-size pattern. Scraps of leather make the ears and nose band. An inexpensive coping saw is about all you need for

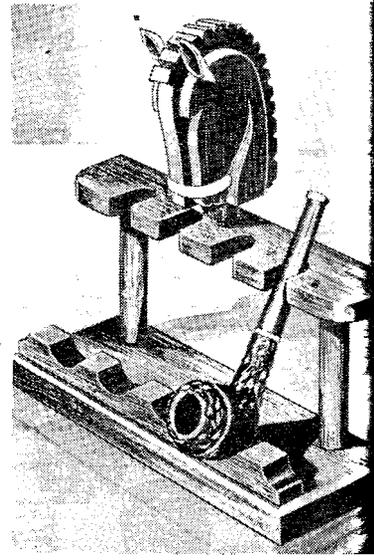
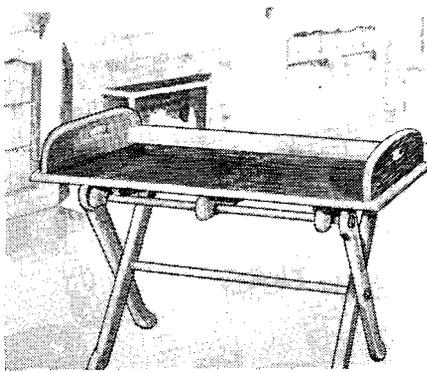
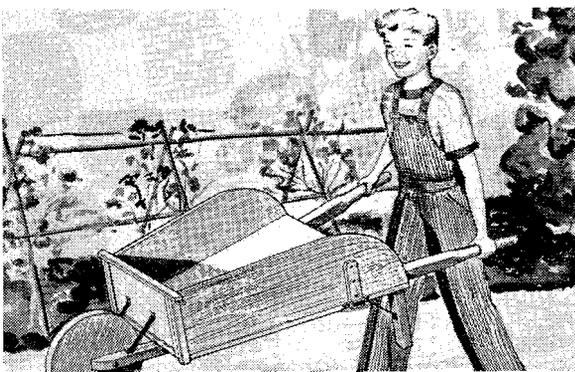
cutting the parts for the head and base.

For youngsters who like to move things, make this wheelbarrow. While it's strong enough to withstand hard use, the weight and balance permit children to handle it readily. It measures 46 inches over all, a practical size for small gardening tasks. The wheel can be cut from plywood, or a stock size rubber wheel can be used. If this isn't intended for a surprise, let the children help with the work—it will provide a constructive pastime.

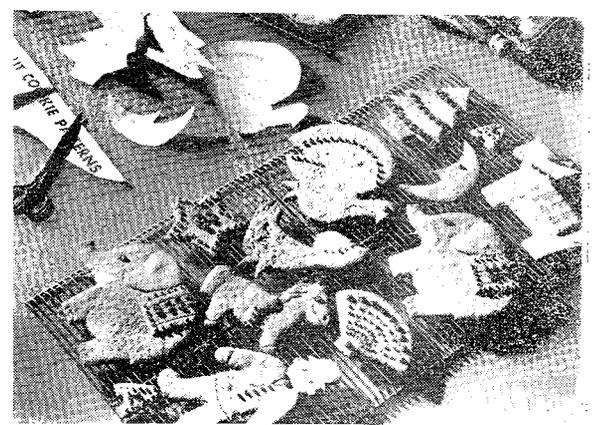
Furniture is always welcomed by anyone who is interested in their home. The design of the coffee table shown here is much in demand for indoor and outdoor use. The table legs are collapsible and easily stored. Used alone, they make a sturdy lug-

gage rack. And the tray seems to be just the right size, whether it's for breakfast in bed or serving a group of people. The materials specified in the pattern are stock size, readily available at lumber yards. No knowledge of carpentry is necessary.

Christmas is closing in, so you will want to get started right away. The patterns illustrated here are very inexpensive. For information about where they are sold, write to The Milwaukee Magazine, Room 356 Union Station, Chicago 6, Ill.



Christmas



christmas cut-out cookies

WITH the house to decorate, parties to give and gifts to buy, there's no time for a last minute frenzy of shopping when an innovation in cookie cut-out will run the trick for all three.

These new cookie patterns are artist-designed for party giving the year 'round. A batch of angels, stars and Christmas trees makes an appropriate gift for a Christmas hostess. Or they can be made with holes and hung on the Christmas tree. Other suggested uses are as table centerpieces and placecards. There's a turkey for a Thanksgiving table, an angel for Christmas, a bunny for Easter and a circus elephant for children's parties. Even the names of the guests can be spelled out with cookies—the pattern includes an alphabet.

These patterns are printed on washable parchment paper. The cut-out is placed on the dough—a fragrant molasses dough which is just the right consistency for cut-out forms

—and the shapes are traced with a sharp knife. Silver candy balls, red cinnamon drops and colored sugar form the gay decorations. And now for a surprise—the cookie pattern kits are free to anyone who asks for them! Just fill in the form below and mail. In the meantime, here's the recipe that is on the pattern sheet:

Molasses Cut-Out Cookies

- ½ cup shortening
- ½ cup sugar
- ¾ cup Brer Rabbit Molasses
- 1 egg
- 2¾ cups sifted all-purpose flour
- 3 teaspoons baking powder
- ½ teaspoon salt
- 1½ teaspoons allspice

Slowly melt shortening; cool. Add sugar, molasses and egg; beat well. Sift together flour, baking powder, salt and allspice; add to first mixture; mix well. Roll in waxed paper; chill.

How to Roll and Cut: Cookies hold shape better if rolled and cut on greased and lightly floured baking

sheet instead of rolling on a board and transferring to baking sheet. Roll dough evenly ¼ inch thick. Dust cut-out cookie pattern lightly with flour to prevent sticking; lay pattern on dough and cut around pattern with knife. Lift excess dough from around cookie shapes. Decorate as shown by pattern. Bake cookies in a moderately hot oven, 375° F., 10 to 12 minutes. Remove from baking sheet immediately and cool on rack.

THE MILWAUKEE MAGAZINE
ROOM 356 UNION STATION
CHICAGO 6, ILLINOIS

PLEASE SEND ME A "BRER RABBIT CUT-OUT
COOKIE PATTERN" KIT.

NAME

ADDRESS

CITY..... STATE.....

"custom made" gifts

WHICH do you like best, practical or glamorous Christmas presents? They can be both, if they are selected thoughtfully. The suggestions shown here are for practical gifts made in the kind of needlework you do best—sewing, applique, crochet, knitting. The instructions are free. Write the Milwaukee Magazine, Room 356, Union Station, Chicago 6, Ill.

(Below) Hot Plate Set

Ready-quilted animal makes excellent mats for tucking under hot plates. Trim them with contrasting fabrics.

(Right) Skating Set

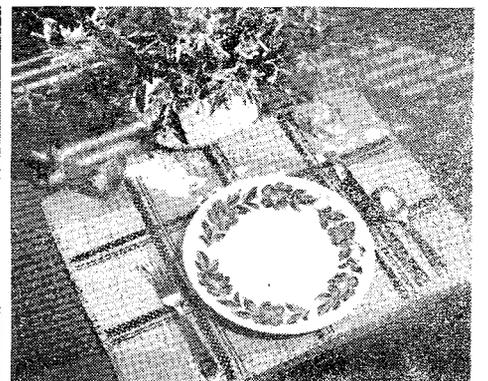
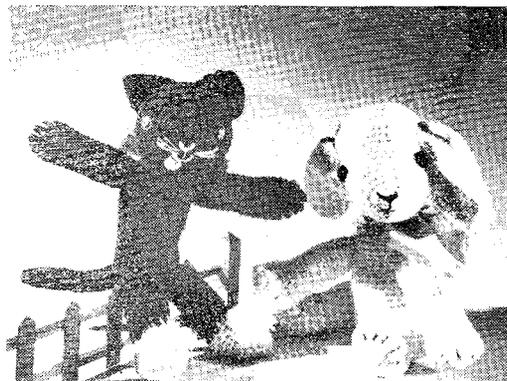
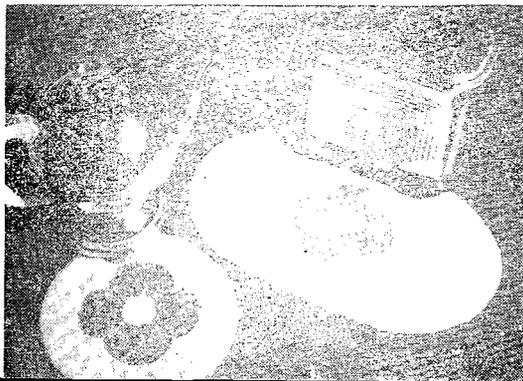
A knitted pullover for someone who takes her skating seriously. Cap and mittens repeat the snowflake design.

(Lower Right) Rustic Place Mats

Eurlap, fringed and worked with herringbone and running stitches in color, makes a set of modern table mats.

(Below) Crocheted Pets

A black cat and a pink puppy are a winsome pair of pets—made from knitting with worsted with button eyes.



Gift Wrappings With Glitter



MUCH of the fun of Christmas lies in making gift packages gay and original—even the most modest gift looks pretentious in colorful wrappings. For unusual decorative touches, nothing is more effective than sparkling cellophane. Such wrappings are inexpensive, fun to make and provide an intimate, personal touch.

For instance, even the plainest package will take on a festive air when it is topped with a huge pompon made of two bunches of colored cellophane drinking straws. To make the straws spray out, spool wire is wrapped twice around the center of the bundle and the ends are drawn tightly together. Then a rosette of gaily colored cellophane ribbons is tied in the center of the spray and the finished pompon is fastened to the package with the ends of the wire.

Singing Christmas angels, charming to look upon in their shimmering cellophane skirts, are suggested either as containers for small gifts or as decorations for tables, trees, or mantle-pieces. Small presents such as hosiery or perfume can be fastened under the skirt with cellulose tape and removed easily without damaging the figure.

Constructing the angels is easy. The materials used are sheets of transparent cellophane, lightweight cardboard in blue (or any desired color), transparent cellophane cellulose tape, pipe cleaners, marshmal-

lows, ribbon, spool or bottle top wire, and red, blue and yellow crayons.

The base of the angels is a cone made from a 20-inch circle of cardboard with one-quarter cut away, pie fashion. The three-quarter piece remaining is shaped into a cone about 3½ inches in diameter at the base and fastened with cellulose tape. The skirt consists of five 20-inch circles of cellophane.

To start the angel's robe, cut a small hole in the center of one of the cellophane circles, drape it over the cone, pinching together handkerchief fashion, and secure with cellophane tape. Next make the head, which is a marshmallow wrapped in cellophane. Before wrapping, poke in a pipe cleaner for the neck and draw in features with crayons—red mouth, blue eyes, yellow hair.

For arms, bend two pipe cleaners at right angles three inches from one end, then fasten to neck with wire. Poke loose ends of pipe cleaners into the point of the cone, together with any cellophane ends left from the head wrapping. To finish skirt, pick up each cellophane circle in the center, handkerchief fashion, pinch together at top, and fasten pieces to front, back and sides. For the bodice, make a small cardboard cone that will fit over the top of the skirt.



The sleeves are made of two small cones of cardboard about 2¾ inches long, fastened to the body with cellulose tape. Wings and halo are also cardboard, as is the music sheet, which is a piece about 1 x 3½ inches, folded in the center and secured to the pipe cleaner "hands" with tape.

After the wings and halo are taped in position, gather together in handkerchief fashion a small circle of cellophane and fasten through the center of the halo with a straight pin. Finish the figure with a sparkling ruffle of cellophane tied around the neck with a small ribbon bow ending in long streamers.

An amusing package for a gourmet is a jolly-looking Santa Claus made from a round jar of canape crackers or a similar delicacy, and a small round cheese, such as a Gouda. Fasten the two together with cellulose tape, the cheese forming the head, and wrap in bright red cellophane. Fashion Santa's beard from a large wad of cotton, shape another piece of cotton for the moustache, and secure to the head with cellulose tape.

For the hat, cut a sheet of red cellophane 10 x 7 inches, form into a 7-inch cylinder, fasten with tape and fit around Santa's head, pulling the hat to one side. Pinch the end into a point and add a small ball of cotton for a tassel. Finish Santa Claus with a band of cotton around his hat, eyes made of triangular pieces of cardboard, and a belt of green cellophane ribbon run through a buckle of silver or gold cardboard. A spray of holly at one side adds a final decorative touch.

Six large cookies can be wrapped to make such an attractive looking basket that even a child would probably put off opening the package. Stack cookies on a cardboard circle and wrap in amber cellophane with a huge flare at the top. For the basket handle, cut a strip of cardboard about 23 inches long and ¼ inch wide and cover with bright green cellophane tape. Put a band of the green tape around the base of the basket and finish with bows of cellophane ribbon secured on either side.

An inexpensive china figurine which later may be used for candy or as a vase can be made festive by filling with candy sticks, wrapping it in clear cellophane and trimming at each side with large flares in contrasting colors. Make the flares from 7-inch squares of cellophane (a good way to utilize left-over pieces). Pinch the squares in the center, handkerchief fashion, and give a small twist to make them flare. Attach two at either side of the package and finish with fluffy bows of cellophane ribbon.

The surgeon stood by the bedside and looked down at the dying man.

"I cannot hide from you the fact that you are very ill," he said. "Is there anyone you would like to see?"

"Yes sir," said the sufferer faintly.

"Who?"

"Another doctor."

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

I & S M DIVISION

H. J. Swank, Division Editor

Sympathy is extended to the relatives of Elmer E. Houghton, retired S. M. Division passenger brakeman, who passed away at his home in Naperville, Ill., on Oct. 9. Mr. Houghton was well liked on the division and was very active on the job before he retired in 1946. He is survived by his wife, son Walter, grandson Walter Jr., a sister and a brother.

October 10 is a date that will long be remembered here. On that day we were struck by a wind that reached a velocity of 80 miles per hour. During the noon hour it struck with such force that Foreman H. M. Hauser and Carpenter Helper George Carroll were hurled across the room, suffering broken bones. Earlier in the day Fireman Rudy Levy was burned about the face when a sudden gust of wind came down the chimney. The storm did extensive damage to crops and farm buildings throughout the community.

Charles M. Olson made date as train dispatcher at Austin on Oct. 12.

We thought it was a nice gesture on the part of Signal Supervisor E. D. Barton to remind Lineman Eugene Anderson of Austin to mail him the letter he spoke of wherein he was requesting a day off to get married. The wedding of Anderson and Miss Helen Olson of Brownsdale takes place on Nov. 20.

This column is being hard put to keep up with the changes in trainmasters on the division. This time it's good-bye to Tom Witt, S. M. trainmaster, who reports for a similar position at Portage, Wis. George H. Lane, assistant superintendent, will have charge of the division.

Sympathy is extended to R. C. McCoy, retired conductor, whose mother, Mrs. Lillian McCoy, aged 92, passed away at her home in Austin on Oct. 13. She was the grandmother of Robert H., local freight office, and Ralph W., retired conductor.

A note from Agent C. H. Nelson, Rapidan, states that he and Mrs. Nelson had a very enjoyable vacation during September. They attended the Chicago Railroad Fair, the Minnesota State Fair, visited in Washington and Portland, saw the apple harvest at Wenatchee, Wash., visited the Grand Coulee Dam, then over the Columbia River Highway. From the Dalles, Ore., they drove up the Yakima Valley where the winter pear and apple harvest was in full swing. At the end of the trip they boarded the Columbian at Ellensburg, Wash., for Minneapolis.

Phyllis (Peters) Waldron is making good use of her day off each week by assisting hubby with painting their new home in Sterling Addition.

Violet Beatty, superintendent's steno. vacationed recently in the Twin Cities. Barbara Wacholtz relieved during her absence.

A letter received from Trainmaster Jerry Nentl, now of St. Maries, Idaho, states that he is enjoying some fine trout fishing on week ends.

I & D DIVISION

Karen B. Rugee, Division Editor

W. W. Fonda, retired agent, formerly of Dickens, Ia., made a brief visit to the Mason City offices on Oct. 14. Mr. and Mrs. Fonda are now living at Rockwell City, Ia., and will soon leave for California to spend the winter.

The call of the West was too strong for Harry and Susie Davis, and Mitchell has gained two pretty swell people. Harry bid in the train dispatcher's job and Susie the ticket clerk's job. If all of Susie's invitations to her friends to visit them are accepted, the Davis's are going to be besieged by company.

"Bing" Q. Torpin has been appointed third trick train dispatcher at Mason City.

Mrs. Barbara Gross passed away suddenly at Mason City on Oct. 8. Mrs. Gross had been custodian of the Women's Club rooms for many years. She was a charter member of the club and had been one of its most active members.

Mr. and Mrs. E. M. Isaacson have returned from St. Louis where they attended the American Train Dispatchers Association convention.

The 90-mile-an-hour wind that hit Mason City on Oct. 10 resulted in a casualty to a retired Milwaukee employe. Ben Hendrickson, retired conductor, who now lives on a farm southeast of Mason City, received a broken arm as he was going to the mailbox when a gust of wind blew him down. If

the wind had blown my garage a few more inches off the foundation, I probably wouldn't have been able to hit the door that night and with half a corn field in my front yard, I hardly recognized the place. Iowans will be talking for a long time about "the big wind."

Our sympathy to H. W. Bean, relief train dispatcher, whose mother passed away recently.

Radio station KGLO at Mason City observed United Nations Day with a radio quiz program on Oct. 23. Among the guests on the program was Mrs. W. G. Schrader, representing the League of Women Voters of Mason City. Mrs. Schrader is an ardent supporter of the United Nations.

Judy Hogan is back on the file clerk's job in the superintendent's office. Reports are that things are rather dull at the freight office since Judy left.

Howard Erickson has been appointed steno-clerk in the freight office.

Sanborn-Rapid City

Albert J. Gall, Correspondent

L. A. McDonald, roundhouse foreman for many years at Rapid City, passed away suddenly from a heart seizure at his home on Oct. 16.

The father of Charles L. Farris, engineer at Murdo, passed away on Oct. 27.

Recent hospital patients at Mitchell: George Foote, Jim Donahue, L. Halverson and Fay Higgins. However, at this writing



The opening of the duck hunting season in Iowa found W. E. Barr, retired engineer (left), and George Stevens, machinist in the Mason City roundhouse, with guns cocked waiting for the ducks to descend over Clear Lake. Both have cottages at the lake. Barr spends the hunting season there and Stevens was vacationing when the season opened. (Mason City Globe-Gazette photo submitted by Karen B. Rugee, division editor, Mason City, Ia.)

all are either back at work or on the road to recovery.

H. G. Kearney, retired dispatcher at Mitchell, visited the boys in the office recently. He is looking good.

W. G. Williamson, fireman at Mitchell, retired recently and is now enjoying his leisure time.

Clarence Wangsness, ticket clerk at Mitchell, passed away from a heart ailment on Oct. 24. Clarence had worked for the Milwaukee for 29 years and was well known not only to his fellow workers but by the general public.

Congratulations are in order for William Schirmer, machinist's helper at Mitchell roundhouse, who after many years of bachelorhood finally succumbed to the wiles of women and was married.

MILWAUKEE SHOPS

Coach Yard

Richard Flechsig, Jr., Correspondent

Congratulations are in order for George Tomcek who recently became the father of a baby boy.

Foreman George Schneider was away on his recent vacation and came back feeling sick. He has been off now for several weeks.

Wilbur Davis, cleaner, is on the sick list, also. He has been off for several months.

The coach yard bowling team has won nine games and lost eleven. Ray Stark is high man on the team.

The third shift has a new foreman—M. Trudnowski.

Locomotive Department

Leone Schneider, Correspondent

Sympathy is extended to Charles Gilmore, molder helper in the foundry, whose wife passed away recently.

We wish a speedy recovery to Janitor Joseph Seidl, who fell near his home recently and broke a wrist. Of course, now he doesn't have to dry dishes for his wife.

We are sorry to report the death of Anton Sowejka, laborer in the foundry. He had been ill for several months. His son Alfred is a molder on brake shoes and son-in-law Vincent Ringwelski is a brakeshoe molder.

Foundry Clerk Ray Sear was pleased as punch when his sister and brother-in-law came from Minnesota to visit him. He found out later that they really came to visit his baby daughter Susie, at least, she received

all the attention. The Minnesota folks also visited the Earl Williams'—Earl is a clerk in the SMP office and his wife is Ray's sister.

We are always pleased to hear of people who are on the road to recovery, as is the case with Mrs. O. C. Finley, wife of the general foreman of foundries.

Also on the recovery list is Mrs. Jimmy Brunette, wife of a molder in the foundry.

John Prajowski, retired laborer, passed away recently. Sympathy is extended to his family.

At this time we have Electrician Bill Ramthun on the sick list.

Sympathy is extended to the family of Otto Tabbert, who passed away suddenly. Otto was a train dispatcher on the Milwaukee Division. His daughter Virginia is a stenographer in the SMP office.

Car Department—Office of Shop Superintendent

George E. Fichtel, Correspondent

Quite a number of changes were made in the line-up of the clerical team during November. It all came about when Earl Marsh's job as clerk in the blacksmith shop office was abolished. Earl displaced Ray Evans, who, in turn, exercised his rights on the clerical job in the assistant shop superintendent's office.

The charming little girl sitting outside of Mr. Grothe's office is Elsie Poole, for one time timekeeper, who has taken that job since her other one was abolished. Miss Munk, former stenographer, has moved over to the SCD office and taken the messenger-foreigner job.

Foreman A. E. Telford went duck hunting during October and had fair luck. The score was 6 to 1, six ducks, one mud hen.

We said good-bye to George A. Gorman, assistant shop superintendent, on Nov. 12. George is going to spend some time in the north woods to see if he can make some of his long planned dreams come true.

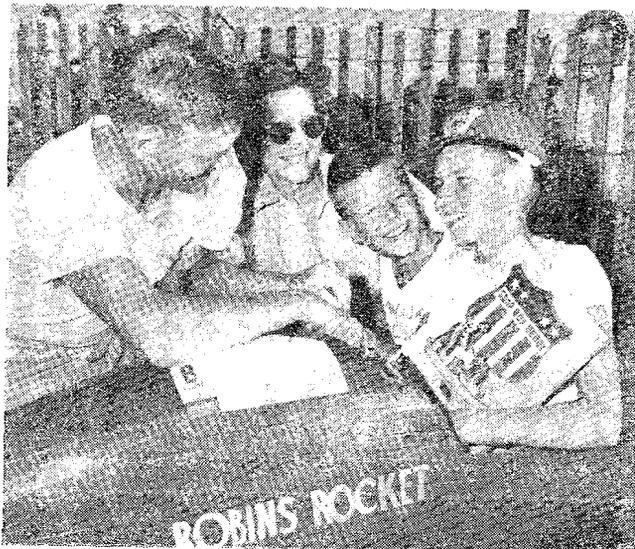
H & D DIVISION

West H & D

Lloyd Gilbert, Division Editor

From Glenham we have a report of the good fortune of Mrs. Fred A. Mosser, wife of our agent at that location. Her poetic talents won her a prism-lite diamond ring in a recent nationwide limerick contest.

Robin Engelke, son of Robert W. Engelke, engineer of boiler design, Milwaukee Shops, represented Milwaukee in the National Soap Box Derby at Akron, Ohio, in the late summer. He won six heats, but lost in his finale by a photo finish. Prizes he won included an all-expense trip to Akron for the Engelke family, which is shown congratulating him here—father, mother and brother Bruce. (Photo courtesy of Milwaukee Sentinel, submitted by H. J. Montgomery, correspondent, Milwaukee Shops.)



The bowling season opened at Aberdeen on Oct. 3. Captains and their captains are as follows: Division 1 and 2—Borgh; Sioux, Harry Gonzalez; Basalaba; Carl Steinlicht; Pioneer; Kofler; and others. At last report the Olympian team was out in front by five games. High averages are Bill Mertz, 157, and Don (name) 151.

Analysts of the railway yard section 110 mentioned in the story of George Haffard who retired on Oct. 1 after serving with the Road since 1914, was born in Alabam, Russia in 1891 and came to the United States in 1914. He is a molder of Ipswich and had been at Aberdeen yard for 23 years.

When the mail train left a load of Le-gesse's... at Aberdeen. Ed... life is the only... 100-pound "trail" and... however, the pounds look good... six...-inch frame.

The Railway... hold a fall meeting... on Oct. 7. A donation of \$100 was... to assist in... annual Gypsy Day... appointed several... and outlined plans for...

Apprentice... away at one... Milwaukee... and... coffee.

... of the... action... coffee.

Best H & D

Martin... correspondent

St. Baseman... moved up to his northern... picnic... winter... coffee.

... of L. E. ... a lot of...

... of treatment... visit of Jack...

After 42 years... due to... vacation...

Engineer... D. G. ... all... down...

... supervisor... City... Wisconsin... Sorry to report... However, she... conversation...

tion around here at this time and there are wild tales of getting the limit on mud hens when the fog lifted and the "take" wasn't ducks, and things like that. "Sure Shot" Spangenberg, of course, is bringing down the usual number of geese.

Dispatcher Warren Mayer spent a couple of days of his recent vacation at Tulsa, Oklahoma, getting first hand information on oil wells. He also gasped up at the statue of Will Rogers at Claremont.

Brakemen Daryl Jensen, George Norberg and Kenneth Smith are working at Austin for the I&SM during the busy season.

One day recently Assistant Superintendent Wolf went up to the Hillcrest Grade School and talked to the youngsters about bees. Bee keeping is his hobby and the little kids had been after him to come up and visit because he took them through the railroad yards last year on an educational tour and has been their hero ever since. So, after continued hounding, he finally took a hive, a super full of honey, and some strained honey and went up to the school. After the lecture he handed out crackers with honey to some 140 kids and finished with a few punch lines for the railroad. It seems that these same youngsters like to stop and visit in our newly-decorated depot on their way to and from school. It has been quite a problem, so he extracted their promise to cooperate in keeping the depot clean. And they have, and once more Agent Smith can relax.

Middle M & D

R. F. Huger, Correspondent

"Hallowe'en is over, I hope," says Agent Fleming at Ashton. Fred opened the door to the depot on the morning of Nov. 1 and found a warm and friendly cow heating herself by the stove.

Anyone having the opportunity of pleasant hunting with Conductor Rod Detling should remember one thing: if you expect him to help shoot birds, remind him about putting some shells in the gun before he fires it.

Agent Bjork, Fureka, S. D., is on his vacation at the present time. Relief Agent Geving is holding the fort.

A. C. Andersen, Aberdeen freight agent, is the proud possessor of a new Chevrolet, having disposed of his 1927 Buick.

Warren Mayer has left in the relief dispatcher's job between Urbana and Savanna. He left Monday for his new job on Nov. 1.

George Nicholas, passing car, and Tony Geffe, freight locomotive, returned from a week end tour of Milwaukee.

SUPERIOR DIVISION

John B. Phillips, Correspondent

The ore season is over for 1949, which is more than a month earlier than in former years. This is due to the steel strike. Many of the boys in ore service have returned to Green Bay for service during the winter months. The beet season is still on at this time and the crop is very heavy, requiring quite a lot of extra service.

We are sorry to report the death of Ernest Ellis, retired fireman, who passed away on Oct. 20. We are also sorry to report the death of James Keitha, night roundhouse foreman at Green Bay. We extend sympathy to the families of these men.

Superintendent Breckner recently made a trip to Aberdeen, S. D., and reports having several meals of pleasant

Last Run for Engineer Miller

AS THE Afternoon Hiawatha left the Union Depot in Milwaukee on Sept. 20, Engineer Edward J. Miller, Wauwatosa, Wis., waved a snappy salute to the group of well wishers who had come to see him off. The trip was his last run in 51 years of Milwaukee Road service.

Miller, who is rated by fellow engineers as "the neatest man ever to sit on a seat-box," started railroading with the Milwaukee during the Spanish American War while he was home on a 24-day furlough. As he was only 16, he had to do some fast talking to get by. After the war, his tender years almost postponed his career again, but a fire opportunely destroyed the records office. Once more his age had to be confirmed, this time when he retired, for his husky appearance gives the lie to his 68 years.

Miller's fine physical condition may well be the result of some early training as an acrobat. For a short time after being discharged from service in the Spanish American War he took a whirl at the sawdust ring with the Ringling Brother circus, but left it to return to the railroad. He keeps



Edward J. Miller (Photo by Don Kabitzke, switchman, Milwaukee Terminals.)

in trim these days with the Milwaukee Polar Club and takes icy swims in Lake Michigan during the winter months.

During his long service, Miller has piloted most of the Milwaukee's famous trains. He had been a "regular" on the Afternoon Hiawatha and the Fast Mail between Milwaukee and Chicago since 1936. For the immediate future, his retirement plans center on his home and hobbies in Wauwatosa.

Robert C. Jones was recently appointed trainmaster at Green Bay, account J. D. Simon having been transferred to Butte, Mont.

With the inauguration of the 40-hour week, Perishable Freight Inspector Richard Miskimins has accepted a position at Milwaukee. His brother Earl has been appointed perishable freight inspector at Green Bay. Nick Westover has taken the relief job as inspector and works at Green Bay two days per week. He is a dead ringer for his brother Dave.

Understand that Conductor Van Allen Gustafson has returned home from the hospital. We are all wishing him a quick recovery.

We have a new roundhouse foreman at Green Bay—R. H. Mass from Minneapolis.

Brakeman James Fletcher was married on Oct. 15. His bride is a daughter of Myron Smith.

MILWAUKEE TERMINALS

Chestnut St., North Milwaukee and North Avenue

Dick Steuer, Correspondent

Friends of Henry Thayer, chief dispatcher at Savanna, Ill., were saddened to hear of his sudden death recently. Henry made many friends while serving for 18 years as second trick operator at North Milwaukee. The funeral at Savanna was attended by many Milwaukee Road officials.

A brand new baby boy has joined the Eddy Kuntz household. He is blonde, blue-

eyed James Frederick, who made his appearance on Oct. 10.

We are happy to report Clerk Betty Metschl well on the road to recovery after undergoing an operation on Oct. 18. Visitors are welcome at her home at 2805 North Richards Street.

Another happy note concerns Former Agent Leahy who was on the sick list for some time. Latest reports indicate that he is doing fine.

Nada M. Vieth, whose clerical position at Chestnut Street was abolished Oct. 27, was assigned to the clerical position in the cashier department at Fowler Street. The position of general clerk, bulletined because of sick leave for Betty Metschl, was assigned to Estelle Rege.

Another bulletin informs us that Elmer Ognenoff, who has been clerking in the yard as well as the office in and around Chestnut Street, was assigned to relief position No. 9.

North Milwaukee assignments include one to H. E. Spiering, who will handle the relief position as yard clerk and demurrage clerk at the A. O. Smith plant. Another item of interest informs us that Olga Yerman was the successful bidder on the general clerk position at that station.

Three scouts reported to their scoutmaster that they had done a good deed that day. "We helped a little old lady across the street," they told him.

"That is a good deed," the scoutmaster beamed. "But why did it take three of you to help her across the street?"

"Because," one of the scouts explained, "she didn't want to go."



Fowler Street Station

Contributed by Alice Sobczak and Beverly Koplien

Enjoying a vacation, our regular correspondent, Mrs. Pearl Freund, and son Richard heeded the call of the West. Keeping us posted, Pearl informed us she especially enjoyed her trip to Lookout Mountain and the Royal Gorge. Pleasant memories also include time spent at Salt Lake City, San Francisco and Los Angeles.

Miss Elizabeth Geraghty joined the ranks of retired employes effective Oct. 16, and will live with her sister Mary, also a Milwaukee Road veteran. Railroading is a Geraghty tradition, Elizabeth's father having worked for the Road for many years and her sister having been a telegrapher at the depot. Her retirement was somewhat of a surprise to her co-workers and we wish her many happy days.

"Let's Go Nite" was presented recently by various clubs within the Y.M.C.A. and by the general public to advocate the educational and physical development of our young men, and as a preview of future events at the "Y". Willard Kinast, vice president of the Young Men's Club, appeared in a skit showing poses of sports and other popular activities. Feature of the evening was a dinner attended by civic officials, including

Mayor Frank Zeidler and Governor Luther Youngdahl of Minnesota.

Marvin Kuehn has returned to Fowler Street due to his displacement from the position of time reviser in the general superintendent's office.

A 3,000-mile motor trip through North Carolina, Tennessee and Arkansas constituted a thrilling vacation for Angeline Tildetzke and husband Hank. Their most interesting experience was a journey to the Smokies and a bit of mountain climbing.

Fred Gebhardt, check clerk, has temporarily severed connection at House 7 to assist in harvesting the cranberry crop at Black River Falls, Wis. It is with great enthusiasm that Fred departs for this yearly adventure.

We extend sympathy to Ed Franzen, foreman at House 11, on the death of his wife Margaret.

St. Paul Traffic Department

Brooksie Burk, Correspondent

Our news this month is of the city ticket office variety.

On Nov. 1 Fred Grunewald, reservation clerk, becomes a Minneapolis news item. His position in St. Paul has been abolished and Fred starts commuting again. He is no stranger in our sister city, having worked there in various positions since he returned to the railroad after military service.

Stu Olsen, city passenger agent, got his name in the paper again. Our favorite breakfast table columnist, Paul Light of the St. Paul Pioneer Press, devoted two paragraphs recently to one of Stu's favorite organizations—the Swedish Male Chorus of St. Paul. Not all the members are Swedish, and Stu isn't even a member, but he enjoys singing with the group because the individuals are so interesting, for example, the 87-year-old youngster who has been with the chorus for 65 years, 47 of them as treasurer. Stu recommended that Paul Light join the chorus, after hearing him humming to himself. I hope he does. Then they'll read more about this interesting group of St. Paulites who sing for the pleasure of it.

Minneapolis Local Freight and Traffic Department

Leda M. Mars, Correspondent

Emmett Keenan, who was on the sick list after undergoing surgery, is back to work and feeling fine.

Sympathy is extended to John Baader in the loss of his brother, and to Elizabeth Hessburg whose sister passed away recently.

Vivian Bodine went to New York City recently to meet her brother who was in the Navy. After spending a week seeing the sights they made a flying trip home.

A. G. Bantley visited us recently and said that he and Mrs. Bantley had spent a very enjoyable week with Mr. and Mrs. Roy Wenzel at Lake Vermillion, Minn., this summer. He and Mrs. Bantley are sailing from New York on Dec. 14 for Panama where they will spend Christmas.

Mert Gross of the commercial office was married on October 8 in a pretty ceremony at Mount Olivet Church in Minneapolis.

Bill Wire has a very nice bachelor apartment, we hear.

A recent visitor in the office was Harry L. Holmes, general agent at Denver, Colo., who was spending his vacation in Minneapolis and Chicago.

When I reflect upon the number of disagreeable people who, I know, have gone to a better world, I am moved to lead a different life.

—Mark Twain

TWIN CITY TERMINALS

St. Paul Freight Station

Allen C. Rothmund, Correspondent

Neil Johnson left the freight office on Oct. 21 to take a position as yard clerk at our yard office in St. Paul.

Chief Bill Clerk Voje reports he is the father of a boy born Oct. 11. Daniel is the name.

"Diana Lee" was the name given to Betty Jasperson Edmiston's baby girl born on Sept. 29.

While out on the sidewalk during our recent hurricane, Donald McCabe, check clerk, suffered an injury from an object blown off a building. He is back to work after a trip to the hospital.

Joe Johansen, expense clerk, was in an auto accident recently and was confined for a week.

A young surgeon received a telephone call from a colleague who invited him to make a fourth at bridge.

"Going out, dear?" asked his wife suspiciously.

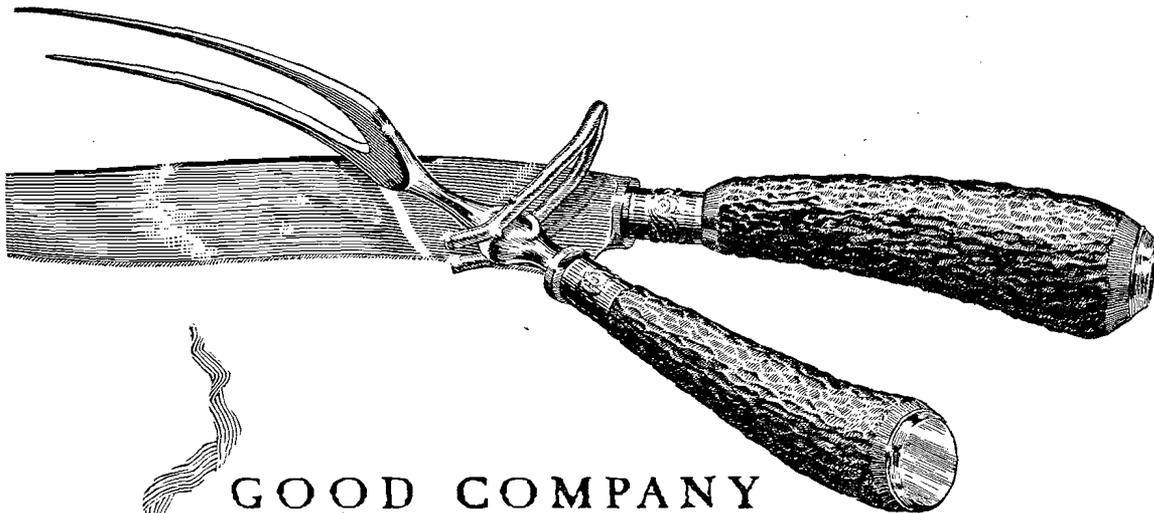
"I'm afraid so," was the brave reply. "It's a very important case. There are three doctors there already."

MARSH & McLENNAN

INCORPORATED
INSURANCE

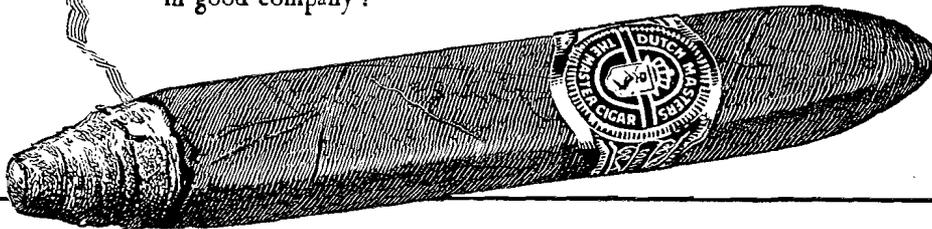
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GOOD COMPANY

You've carved the turkey, and you've seen the hearty appetites around the table approve of it, and you've had your fill yourself. Now pass the Dutch Masters to the men folks; you're really in good company!



DUTCH MASTERS CIGARS

South Minneapolis Car Dept. and Coach Yard

Oriole M. Smythe, Correspondent

Einar Hauger celebrated 33 years as clerk in the car department on Oct. 11 by working as usual. However, Einar and daughter, Miss Marilyn, attended the Michigan-Minnesota football game at Ann Arbor on Oct. 22, with the Gophers losing.

Congratulations to Grandpa (A. J.) Demers, foreman at Minneapolis shops, on the arrival of twin girls at home of his son Richard at Aberdeen on Oct. 1.

Congratulations, also, to Mr. and Mrs. John Ridzik whose baby boy arrived on Oct. 1.

Welder A. A. Olson returned to work on Sept. 26 following a three-month illness.

Sympathy is extended to Car Inspectors Lawrence and Morris Berg in the loss of their mother, Mrs. Edward C. Berg, who passed away Sept. 30. Mrs. Berg was the widow of a former carman.

Sympathy is also extended to Car Inspector Roy C. Billmark whose father passed away Oct. 20 at Veterans Hospital, Minneapolis.

Clerk Leroy Samuelson returned recently from an auto trip to Chicago and New York, including a visit to Niagara Falls.

The following employes have retired: Frits Adrian Peterson retired on Oct. 1.

following 46 years of service as a carman in the car department; Foreman C. A. Yelick, of locomotive back shop who started as machinist apprentice on July 14, 1902; Roundhouse Machinist C. A. Pittinger, employed in 1911; Roundhouse Machinist Helper Edward Johnson, who started Sept. 29, 1917.

COAST DIVISION

Harry W. Anderson, Division Editor

Fred Daighneault, water service man at Cle Elum, has been beaming all over of late, and for a very good reason—a baby girl has arrived at his home.

May Brown, stenographer to chief dispatcher, is back on the job after a trip east with her husband. They stopped off at Detroit long enough to pick up a new Ford car.

Speaking of new cars, that beautiful new green Oldsmobile you see around belongs to Jack and Florence McMahon.

Rudy Baker, stenographer to chief carpenter, was recently taken from the office to the hospital in an ambulance, suffering from pain in the back, an aftermath of an auto accident of nearly a year ago, in which she received a fractured vertebra. The latest report we have is that she is getting along fairly well.

Leo Jensen, of the engineering office,

besides being a bowler de luxe is also a mighty hunter. He returned recently from a hunting trip east of the Cascades with the limit.

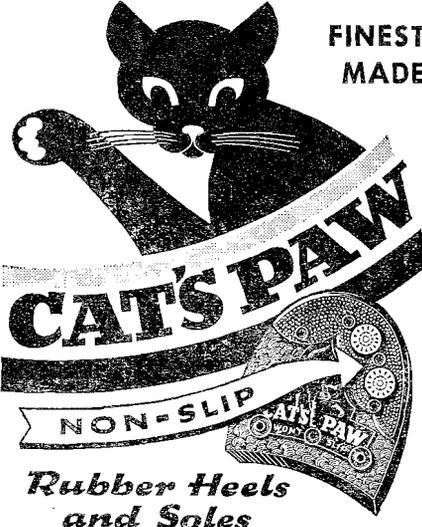
Fred Best, who has been in the signal department for many years, has applied for retirement. We all wish him luck and happiness.

Alvin Nance, secretary to Superintendent A. O. Thor, can now qualify for the title of "Pop," for on Oct. 25 the stork delivered a seven-pound baby girl, who has been named Caroline Leslie.

Superintendent A. O. Thor at this time is on his vacation, which he is spending in Minneapolis visiting his mother who, I understand, has been very ill.

The Milwaukee Women's Club planned to hold its annual carnival and bazaar on Nov. 3 in the club rooms in the Tacoma depot.

Juanita Modglin, stenographer to assistant superintendent, made the newspaper headlines in October, having been named the U.S.O. girl of the month. The honors were awarded at a formal dance held at the Tacoma U.S.O. clubhouse. Juanita is president of the Tacoma Girls Service Association and is also president of the Milwaukee Service Club. In the U.S.O. organization she has served successively as group leader, publicity chairman and treasurer, and was a volunteer for the Post dances sponsored by the American Legion.



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Seattle Yard

F. J. Kratschmer, Correspondent

Carman Emery Dutrow left on Oct. 1 for his old home at Aberdeen, S. D., to visit with relatives and friends. On his return he said that the country around there looked very promising for a bumper crop. He was gone two weeks.

Ernie Scheibel, car inspector, returned to work on Sept. 12 after a four-month layoff, part of which he spent with his folks in Montana.

George Dolan, round-house machinist, spent the week end of Oct. 1 visiting in Spokane and Spirit Lake, Idaho. He was very impressed with the new highway which now connects these two cities. "It's not like the old mud holes we used to travel through when I was at the Lake," he said.

Special Agent George Walkup went on a fishing trip on Oct. 15 and caught a bad cold. The next week end he tried it again and caught his limit of salmon trout.

On Oct. 8 Car Foreman Al Kaeding and 12 other big game hunters embarked for Bellingham and the Olympic Peninsula to clean that section of the Pacific Northwest of its straggling deer. Al left word he was taking along only *one* shell as he was allowed only *one* deer. Final results—the 13 hunters chased one poor little deer until he gave up and came back with the one deer and two birds.

Brakeman Fred Diehm of the Renton run has bid in the Everett run. Barney Lucas of the Renton is now working on the Enumclaw run. Fred took off a week recently and drove his mother to California points.

We thought when Russel Herth came to work one morning that he had been working around his furnace at home and had some soot on his chin. On closer examination we discovered that it was coal black chin whiskers. When Russ won that big baseball pool we thought surely he would make a small donation to a barber and have them chopped off, but he informed us that he is retaining the growth, as he has a bet on with a buddy.

Carman Claude Parker was the winner of a television set given away by a local jeweler during October.

Jack Beaulieu has taken a job as car helper on the rip track.

Special Agent Leonard Lyons left on Oct. 14 for South Bend, Ind., where he intended to pick up a new Studebaker car. From there he expected to return to Minnesota and South Dakota to visit relatives and enjoy a little pheasant hunting.

Dick Peterson, night yard clerk, was one of the champions in the recent fishing derby held in Seattle. Dick won for himself an outboard motor.

Bob Burns, former track department welder, resigned recently and left for Alaska.

Tacoma

R. A. Grummel, Correspondent

W. L. Funk made his regular inspection tour on the Coast Division in the interest of claim prevention in October, speaking to a large gathering of officials, employees and railroad men at the Milwaukee Women's Club rooms. His talk was inspiring and left an urge on our part to do more for claim prevention.

The Milwaukee Women's Club planned to hold its annual luncheon in the club rooms on Nov. 3.

E. N. King and wife returned recently from their vacation, having visited the Chicago Railroad Club. They stopped in Minneapolis on their return.

Al Goodenough and wife are vacationing in his home town, Peoria, Ill., at this time. Al is looking forward to some duck shooting if the weather is right.

Yard Clerk Jack Beavers is visiting in Minneapolis at this time.

Messenger William Meade and wife attended the UCLA Association State football game at Pullman in October. Mr. Meade's nephew, Bob Watson, who is a junior in business administration at UCLA, played left half back.

Yard Clerk Helen B. Allen surprised the office force by announcing that she was Mrs. Don Boyd, having been married in October to the gentleman she met this past summer while vacationing with relatives in Clinton, Ia. She is taking a leave of absence.

Kennedy Allen need not worry when he is short of cash a few days before payday. One night recently he played Bingo and walked away with \$20 and a free dinner.

Claim Clerk Tom Dulle's meat worries are over for the winter. He recently had two pigs butchered. Dressed out, each one weighed 280 pounds. Hams, bacon and roasts will be plentiful this winter.

Seattle Local Freight Office and Marine Dept.

F. W. Rasnussen, Correspondent

Word was recently received from Mae Zamper, our former clerk who is now living in San Pedro, Calif. She has been ailing for some time and we are glad to learn of her steady improvement.

Mrs. Charles Randall left in October to spend a few weeks with her daughter and family in Duluth, Minn. Duluth is Mrs. Randall's former home.

Myrtle Kruse of the cashier's office was called to St. Paul in October on account of the death of her sister.

Frank C. Bell, former record clerk with 37 years of Milwaukee Road service, returned Oct. 7 from a few weeks spent with

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IOWA DIVISION

Middle, West and Des Moines

Viola Ranes, Correspondent



Out California way . . . Harvey G. Hall, retired Chicago Terminal pilot, photographed with Mrs. Hall and a young friend, Miss Martha Walsh, beside a Joshua tree in the Mojave Desert. The Halls now make their home in Los Angeles.

his brother, W. C. Bell of Washington, Ia. He reports a nice visit also with our former clerk, Alberta Gartrell, now of Cincinnati.

John Bechler, warehouse checker, and wife returned recently from a visit with their daughter in Cleveland, Ohio.

Frank Lowe, our former watchman now employed at the Milwaukee Oil Tank Farm, was married on Oct. 1 to Miss Willie MacAvery of Chicago. They will make Seattle their home.

Mrs. A. F. Edwards left Oct. 29 to spend a few weeks with her daughter and sons in Deer Lodge and Miles City, Mont.

Reduction of force has caused Verlie Erickson to displace Olive Swift on the outbound billing desk. Helen Hassinger goes to reclaim, Vera Tuson to calculating machine, Ida Zehnder to OS&D, W. H. Rode to demurrage and car desk, Bob Parsons to switching, and Maureen McDonald to reclaim.

Joe T. Nordquist, warehouse foreman, has completed his assignment as commercial warehouse foreman in the Milwaukee Division. U. S. S. Morgan of the U. S. Army, Mr. E. Anderson, our assistant agent, was in charge of the warehouse during his absence.

The Milwaukee Women's Club held their annual fall dinner at the Hotel Milwaukee rooms on Oct. 28. The dinner was given by the club and was a most successful affair. Roscoe James is the guest of honor.

Those going to Des Moines, Ia., for the October 10th week-end will find Mr. J. Gould, secretary of the Des Moines Club, and James Donahue, former agent of the club, Alice went for sight-seeing and for medical aid. Miss S. Rode was in Des Moines week end with her daughter, Miss P. Rode.

We are going to Des Moines for Charles McKeon, who is in Des Moines being fitted for a new suit. His report was most satisfactory.

Conductor L. L. Lones and wife are vacationing at Morehead, Minn., with their daughter and husband, and with their son at Worcester, Mass.

F. E. Dow, retired conductor, who has been ill for several weeks, was taken to the Still Osteopathic Hospital at Des Moines for treatment. Last reports are that he is responding to treatment.

Engineer Albert Nicholson, of the Des Moines Division, has taken a leave of absence until more work is available. He and Mrs. Nicholson have moved to Grant City, Mo.

Frank Keith, retired engineer, and wife are visiting here from California where they have been making their home. Numerous parties were planned for their entertainment and they are enjoying meeting their many friends.

Mrs. Earl Townley, who is hostess for the Welcome Wagon Service in Perry, attended the district convention in Chicago recently.

Our sympathy to Chief Dispatcher L. V. Anderson and Train Dispatcher James Anderson on the death of their father who passed away recently.

J. A. Pope, Milwaukee agent at Adaza, passed away Oct. 28 as the result of injury received in an automobile accident. Our sympathy to his wife and daughter who survive him.

Glenn Guinn, abstract clerk, has returned to work after spending his vacation at Washington, D. C.

Congratulations to Conductor and Mrs. A. M. Graham—Amos and Miss Ida Shaw were recently married. The ceremony took place at St. Patrick's Church in Perry.

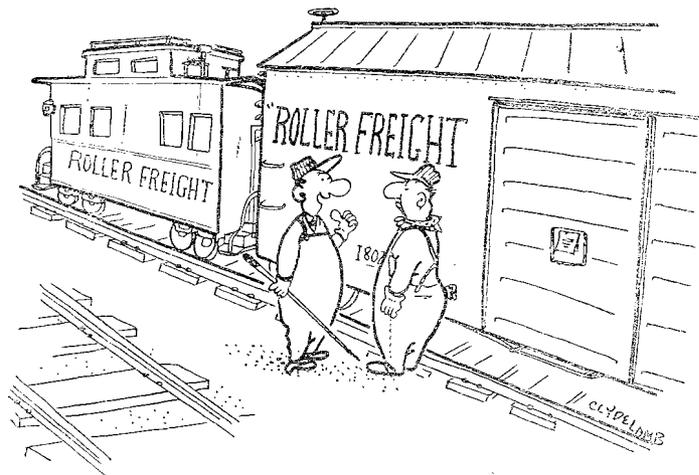
Russell L. Bentley, relief agent on the Des Moines Division who makes his home at Marathon, was married recently to Miss Maxine Carter at the Methodist Episcopal Church in Council Bluffs.

A joint meeting of the Milwaukee Service Club and the Milwaukee Women's Club

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was held in October. Following a potluck supper, an interesting movie program was shown. Leonard Rossman supervised the showing of the films, "Hiawathas are Rolling" and "The Price of Freedom."

Conductor and Mrs. L. C. Bohrer are home from a vacation spent in Iowa and Wisconsin.

E. E. Banyard, retired yardmaster, and wife have given up their home in Perry and moved to Chicago where they will make their future home. Their son and daughter both live in Chicago.

Dixie Lee McLellan, daughter of Yardmaster McLellan, is home from the hospital where she underwent an emergency appendectomy recently.

Your correspondent has returned to work after a three-week vacation trip through eight states. The most interesting part of of the 4,000-mile trip to Sacramento, Calif., was a visit to the Kennicott Copper Mine near Salt Lake City, largest copper mine in the world. One hundred and forty miles of railroad track run around the ledges, and these are moved 25 feet twice a year. The return trip from California was made by train.

Council Bluffs Terminal

Agnes Kinder, Correspondent

On the evening of Oct. 1 a potluck supper was held on the lawn of Mr. and Mrs. T. P. Schmidt's home to honor two employes who retired as of Oct. 1, namely, Boilermaker Hugh McLean and Julius Hansen, a locomotive department employe. Fifty-three



Hugh McLean

were present. Car Foreman Schmidt was master of ceremonies. Night Roundhouse Foreman J. J. Allavie spoke on behalf of the locomotive department, as did Arthur Kottwitz and Ira Mayo who presented the gifts given by fellow employes to Mr. McLean and Mr. Hansen. They were recipients of lovely leather jackets and various other articles. Hugh McLean started his employment with the Road as a boilermaker in 1900—Boilermaker Helper Ira Mayo will miss Hugh as he had been his partner for 27 years. Julius Hansen, 77, has been an employe for the past 27 years. Special guests at this gathering were Julius' daughters and sons-in-law, Mr. and Mrs. Alfred Miller and Mr. and Mrs. Fred Gress. Mr. Hansen and Mr. and Mrs. McLean expressed their pleasure to co-workers in the dedication of the evening in their honor.

A daughter, Karen Frances, born to Mr.

and Mrs. Truman Felton, Jr., of this city on Oct. 5, is another grandchild to Car Foreman T. P. Schmidt.

On Oct. 26 another girl, tipping the scales at nine pounds, was born to Coach Cleaner Frank Fairchild and wife.

During one of their days off, Checker Earl Cook, Interchange Clerk Clyde Williams and Chauffeur Leslie Grote went fishing at Lake Manawa and this is how the story goes: Clyde was just settled nicely in the middle of the boat with the other two taking their places at each end when all of a sudden Leslie got a bite on his line and reeled in. However, when the fish was landed it was on Earl's hook which had become tangled with Leslie's line. The question is, who does the fish belong to? It was something to quibble about, as the bullhead was thirteen and a half inches long.

Sympathy is extended to the family of Truman B. Felton who died on Oct. 10. Mr. Felton had retired on Mar. 9 on account of his health. He started in as a carman with the Road on Dec. 24, 1918.

We are sorry to report the death of Andrew E. Moen who had been retired since 1936. He underwent an operation on Oct. 3 and passed away on Oct. 11 at the age of 86. Sympathy is extended to his son Arthur, a passenger car inspector at this point, and to a grandson, Dean, who is a yard clerk here in the Bluffs.

IOWA DIVISION

East End

Benjamin P. Dvorak, Correspondent

Frank Keith, retired engineer, and wife, now residents of Long Beach, Calif., were recently honored guests at a dinner at the K. V. in Marion—a reunion of 16 members of the original "500" club of 30 years ago. They were guests of Engineer and Mrs. L. E. Howell of Marion; also, visited in Perry, Minneapolis and Duluth before returning home in October.

Henry Dirsch and wife of St. Petersburg, Fla., visited with relatives in Chicago, Cedar Rapids, Dubuque and Panora and with friends in Perry during October. They located in Florida at the time Mr. Dirsch retired as traveling engineer on the Iowa Division.

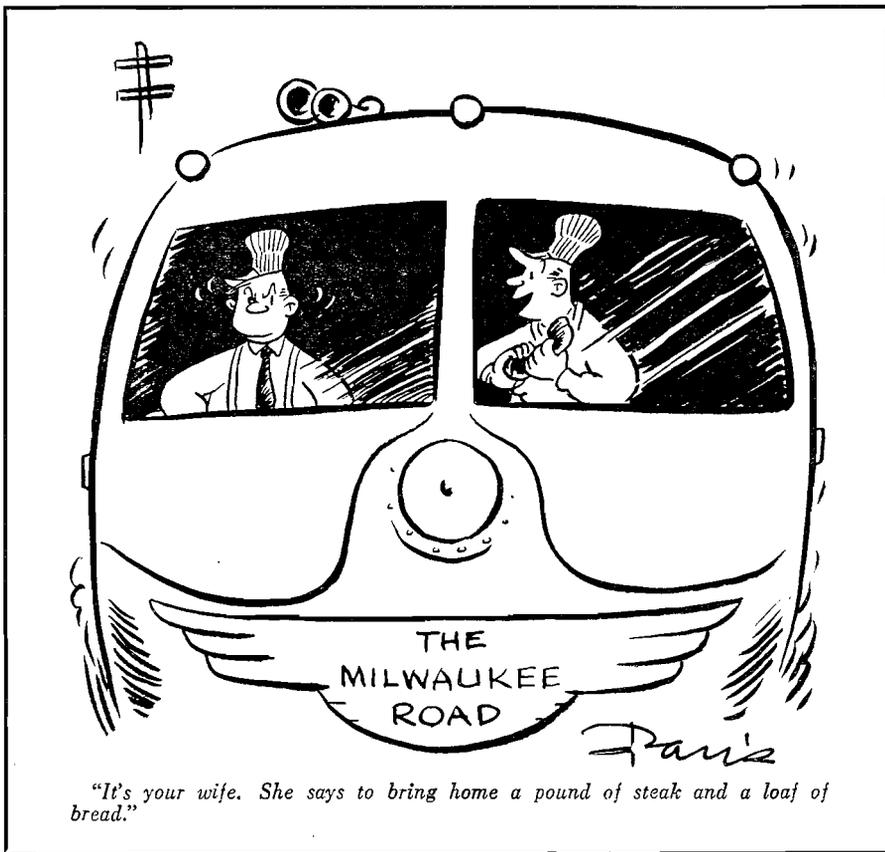
George Dipple and wife of Tucson, Ariz., were recent guests of their son, Brakeman Dave Dipple, and wife, in Marion. They also visited with their daughter, Mrs. M. Wissmiller of Cookville, Ill., and in Rock Island. At the time of his retirement Mr. Dipple was roundhouse foreman at Atkins.

General Agent F. W. Houston and wife have moved to their new residence on 30th Street Drive, S.E., in Cedar Rapids.

Archie Dell Day, retired engineer, died at his home in Savanna, Ill., on Sept. 28. He started as fireman on Oct. 3, 1906, and

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was promoted to engineer on Jan. 4, 1912. He retired on Aug. 1, 1944.

Engineer Claude Willis and wife, Cedar Rapids, toured the Ozark Mountains while vacationing in October.

Assistant Agent W. A. Kinder and wife, Cedar Rapids, took an extended vacation trip through the East in October, with stopovers in New York City, Washington, D. C., and Richmond, Va.

Conductor C. F. Wightman and wife left Marion on Oct. 22 to visit with their daughter and son-in-law, Mr. and Mrs. Mark Toepel, in Chicago. Thence to Washington, D. C., to spend some time with Mrs. Archie Burns, Mrs. Wightman's sister. They will continue on to Terre Haute, Ind., to visit their son Carl and family, and particularly to see their grandson, Carl III.

Division Engineer Whiteford is on vacation while his daughter Patti of Chicago is visiting at home. His son Ralph and wife have a little girl, Cynthia Marie, born on Sept. 30 in Iowa City, where they are living while Ralph Jr. attends Iowa University.

O. W. McBride and wife were in Detroit, Mich., in October to visit their daughter and son-in-law, Mrs. and Mr. Neil Dandareau, and little Neil III.

Mrs. Hugh Jones accompanied Mrs. A. E. Fairhurst to Burlington on Oct. 12 to attend the state convention of the Kings Daughters. Mrs. Fairhurst was a delegate from the Fidelis Circle of Marion.

Signal Maintainer Ralph Wain and wife of Paralta left on Sept. 24 for Sacramento, Calif., for a three-week visit with their daughter and her family.

Section Laborers J. B. Lundt of Gillett Grove and H. L. Schroder of Manilla have been granted a leave of absence because of ill health.

Agent Charles T. Rowe and wife left Marion on Oct. 4 for Los Angeles, Calif.,

November, 1949

to visit Mr. Rowe's brother Walter. Arnold Sobotka, operator from Oxford Junction, relieved Mr. Rowe, and Raymond Juehring, extra operator, worked the position of operator at Oxford Junction.

Roadmaster L. W. Wohlers and wife vacationed in October in Tipton, Mo., the home of Mrs. Wohler's mother. They also drove through the Ozarks and to Reno, Minn., to visit with Mr. Wohler's mother.

Earl A. Alsin was appointed foreman of the district pile driving crew, effective Sept. 19. His position as B&B foreman was assigned to L. R. Riffle.

Roger, son of Electrician Robert M. Zemanek, has been confined to the University Hospital in Iowa City since August, when he was stricken with poliomyelitis. His condition is greatly improved. He is a medical student at the University of Iowa.

Announcement was recently received of the engagement of Lois Terrill and Otto H. Mueller. Miss Terrill has been a teacher in the high school at Marion for four years. Mr. Mueller formerly held the position of instrumentman in the division engineer's office at Marion. He is now employed in the office of assistant chief engineer in Chicago.

Marvin E. Rathje has been appointed relief clerk at Marion and Cedar Rapids, relieving janitor-baggage man, and night clerk at Marion and the interchange and yard clerks in Cedar Rapids.

F. M. Chermak recently returned from a deer hunt in Canada.

D. C. Van Slyke, evangelist: "I have never yet seen a grandmother who could spank. Most of them are good on the pumpkin pie, the delicacies, the coos, the cuddling and the pat, but of absolutely no account when it comes to the spank."

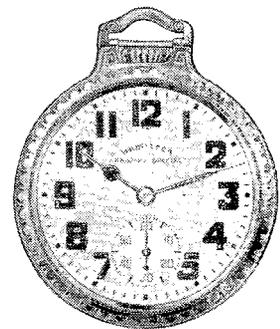
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MILWAUKEE DIVISION

First District
and Superintendent's Office

J. E. Boeshaar, Correspondent

A beautiful sunny day, Oct. 1, was chosen by our file clerk, Lucille Rohlinger for her marriage to L. A. Jentges, our agent at Woodland, Wis. Lucille had worked as a clerk at Woodland, Beloit, and at Milwaukee in the superintendent's office. The wedding took place in St. Mary's Church, Woodland. Miss Rohlinger was attended by her sister, Mrs. Walter Burghammer, and the groom by his brother Jim. After the wedding a reception was held at the Lake Hotel, Hustisford. The couple's honeymoon consisted of an auto tour through Wisconsin. They will make their home at Woodland. The ladies of the Milwaukee office held a luncheon for the bride-to-be at the Maryland Hotel on Sept. 29. Those attending were Mesdames E. I. Francey, M. B. Hickey, L. Phillips, R. Habbegger and N. B. Campbell. They pinned a lovely carnation corsage on Lucille for the occasion. The office force presented her with a roaster, with Dispatcher Hal Cone acting as master of ceremonies for the occasion.

Dispatcher Otto C. Tabbert was taken ill while on his way to work on Oct. 25 and was moved to the Emergency Hospital where he passed away shortly afterward. He had been a dispatcher at Milwaukee since 1923.

Miss Nan Campbell returned recently from a vacation to Seattle and showed us some beautiful color pictures taken while traveling through the mountains.

Agent M. W. Spoor of Rondout has retired after a service of 41 years at that point. The agency will be taken over by M. A. Greening, relief man at Rondout and Tower A-20.

Operator W. C. Polzin has taken over the lightning slinger's job at Milwaukee, displacing Wally Kummert, who will go to NW tower at Fond du Lac.

TERRE HAUTE DIVISION

West Clinton Area

Earl H. Lehman, Correspondent

Conductor and Mrs. O. S. Hadden recently spent several days in Minnesota. Fishing was not good on account of the rainy weather. Ocie brought your reporter a nice 28-inch four-pound northern pike—to prove he knows how to fish.

Crane Operator Carl Mueller and wife



Milwaukee Road merger . . . Miss Lucille Rohlinger, file clerk in the office of superintendent, Milwaukee, and L. A. Jentges, agent at Woodland, Wis., who were married on Oct. 1. A report of the wedding will be found in the Milwaukee Division, first district, news.

are proud of the new Oldsmobile they purchased recently. Car Repairman Jesse Kennedy and wife seemed to like the Mueller's car, so they now have a new Oldsmobile, too.

Since the coal mines closed down, quite a number of West Clinton men are working at Terre Haute. We wonder how Ben Douglas, Alvin Reed, Elishia McDonald, Joe Presko and others enjoy that early morning ride to Terre Haute.

Engineer Reed McGinnis was on the sick list during the early part of October. Since his recovery he has taken a job on the 8 o'clock yard engine at Hulman Street.

Edward Acton, retired engineer, and wife returned home in October after a two-month visit in California.

Conductor C. C. Draper has been unable to work for some time on account of illness.

During October this reporter worked in the office of General Yardmaster R. A. Schuh at Hulman Street, and we wish to tell our readers that the "rails" at this terminal are "tops."

Clerk Homer McCown has been working as revising clerk at the Terre Haute freight house since Oct. 1.

Mrs. Raymond Weyrauch had the misfortune to fall recently and fracture her ankle. Raymond, who had been working in Hammond, was obliged to return home.

Roundhouse Foreman John Gavin has been acting as general roundhouse foreman at Hulman Street due to the illness of R. R. Miller.

Car Foremen Charles Reedy and Carl Reuter have been assisting in the car department at the Terre Haute terminal.

A salesman had been assigned territory in Arizona and his friends were bidding him farewell.

"It gets very hot in Arizona," said one. "Aren't you afraid the climate might disagree with your wife?"

The salesman looked at him reproachfully. "It wouldn't dare," he said.

Terre Haute District

T. I. Colwell, Correspondent

We congratulate Mr. and Mrs. William Johnson (chief clerk in traffic department) on the arrival of an eight-pound boy on Oct. 23.

Mr. and Mrs. Clyde Dawson (general car foreman) started on a two-week vacation on Oct. 24.

John G. Taylor, retired conductor, passed away at Barnes Hospital, St. Louis, on Oct. 5. Our sympathy is extended to Mrs. Taylor and relatives.

Sidney Shaw is the new agent at Humrick, effective Oct. 7, replacing T. M. Mitchell.

Chief Clerk F. G. Pearce and wife left Terre Haute on Oct. 15 for a visit with relatives in California. They will stop at Denver, Colo., on the way home for a short visit with their daughter.

Dick Coffee, of the engineering department, had a nice vacation in Idaho recently but didn't get in much hunting. He was there at the time of the first snowfall and reports that he and his buddy rode eight miles on horseback to get through a pass before it was blocked.

Agent F. R. Jones of Seymour has been on the sick list. Operator A. C. Price has been relieving him.

Operator P. V. Bailey of Terre Haute returned from his vacation Oct. 21. He was also relieved by Operator Price. "Pat" did some fishing near Terre Haute.

C. C. Fish, agent at Lewis, bid in the first trick job at Dewey.

Operator R. C. Croxdale relieved Agent H. C. Heck at Andres and Archie West at Manhattan while they were vacationing in October.

Our congratulations to Mr. and Mrs. Jim Andersou (operator at Spring Hill and former dispatcher) who were presented with a boy in October.

IDAHO DIVISION

Mrs. Ruth White, Correspondent

Malden Chapter of the Milwaukee Women's Club made a trip to Spokane on Oct. 19 for a luncheon in the Palm Room of the Deseri Hotel, following which all attended Dorothy Dean's Cooking School at the Review-Chronicle Building.

The Inland Empire Service Club of Spokane held its October meeting in the new club rooms on the fourth floor of the Union Station. The Railway Express agency has taken over the space on the ground floor which was formerly used as club rooms by the various railroad organizations. The potluck dinner was well attended.

Phil Kothoff, retired engineer, who makes his home at Twin Lakes, recently visited

Malden and vicinity and got in some hunting.

Mrs. Carver, widow of Engineer Lee Carver, returned recently from a visit with her sister in Chicago.

The V. R. Mitchells of Malden recently took a two-week auto trip into Canada.

Misses Thelma Blond and Kathlee Fantin of Spokane were recent guests at the A. A. Blond home in Malden.

Merle Carver is now relief operator at Malden, with H. Engbretson, a new employe, working third trick.

E. M. Hartman has been assigned as agent at Warden with V. R. Good working as operator.

On the sick list recently were Lillian Traver, operator at Lind, Evelyn Chester, operator at Othello, and Gus Meyer, agent at St. Maries. Agent Meyer has been off for some time, but we hope to see him back soon.

Mrs. J. B. Corrier, wife of Brakeman Corrier, underwent an operation in a Spokane hospital recently.

Brakeman R. Reams recently entered Deaconess Hospital for an operation after a trip to Seattle Association doctors. Engineer F. Putnam also is in the Deaconess Hospital, having undergone an operation after a sudden seizure at Avery, Idaho.

L. A. Woods, retired conductor, is at home in Spokane convalescing after an operation performed in Seattle.

Retirement must agree with Carpenter Tom Denny who dropped around to the freight house recently. He and Mrs. Denny had just returned from a trip to Tennessee and surrounding states, where they visited relatives.

J. B. Dohenspech, locomotive engineer, retired on Oct. 23. He had been in active service the past two years. Prior to that time he acted as general chairman of the B. of L.E.&F.

Those two good-looking new policemen in Spokane are former firemen for the Milwaukee—Bob Shook and Paul Hook, who were appointed to the police force recently. Shook is the son of Traveling Engineer C. J. Shook.

Traveling Engineer E. D. Jefferson is on the move again. He is back East riding the new Diesels and will bring one out for use on this division shortly.

While Joe Geugler is vacationing around his former home in Dubuque, Ia., Georgiana Martin is acting as clerk in the master mechanic's office at Spokane.

It's a small world. While Mr. and Mrs. J. W. (Conductor) Jacobs were in Chicago this summer attending a reunion of former war buddies they ran into Engineer and Mrs. Gene Todd at the Chicago Union Station. The Todds were on their way to pick out a new Buick at the factory. Engineer Gus Christiansen is bringing back a new car from Detroit, also.

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Conductor Gil Johnson went to the Twin Cities on his vacation and surprised his old cronies by coming back as a married man. The newlyweds plan to set up house-keeping in a new home very soon. Mrs. Johnson is an old acquaintance from Gil's home town.

W. L. Ennis held an interesting claim prevention meeting in Spokane during October, which was very well attended. A picture of railroading was enjoyed.

Yard Brakeman Wally Prosser claims to be the first in his department to get a deer. Conductors George Weseman and J. Stiltz have had no luck. Howard Jensen of the rip track reports no luck—no deer. S. W. Lang hopes to do better on his hunting trip into Montana. He left Oct. 28.

SEATTLE GENERAL OFFICES

Margaret Hickey, Correspondent

Ginger Allen of the Butte traffic department was a visitor in the general offices in October, while spending her vacation in the Pacific Northwest.

A. J. McCarthy, retired district passenger agent at Seattle, passed away Oct. 25 while en route to a hospital after suffering a heart attack. Mr. McCarthy was born at Keokuk, Ia., March 4, 1874. He retired Dec. 31, 1946, after 55 years of railroad service, 37 of which were spent with the Milwaukee Road. He started railroading in June, 1891, in the accounting department of the CB&Q where he was employed until June, 1908, at which time he took a position as rate clerk with the Wisconsin Central. Later he was with the Southwestern Passenger Association at St. Louis. He came to the Milwaukee as chief clerk in the passenger department in June, 1909, which position he held until June, 1926, when he was promoted to district passenger agent. He is survived by his widow, Laura E., a daughter, Mrs. Daniel W. Twohy, Jr., of San Francisco, and a son, John H. McCarthy of Bellevue, Wash.

Henry Williams, of the vice president's office, has returned from Elgin, Ill., where he visited friends and relatives. He was accompanied by his sister, Miss Louise Williams, who will make her home in Elgin.

Al Chaney, chef on business car "Milwaukee," finally proved himself a hunter by bagging a deer and bear in October.

Notes From the Choral Club

Violet McDonald, Correspondent

At the annual business meeting of the Milwaukee Road Choral Club held on Oct. 17 the following officers were elected: George M. Dempsey, president; W. H. "Phil" McDonald, vice president; Loretta B. Kuhn, treasurer; Martha DeKeukelaere, secretary; Robert Weber, librarian. Members of the executive committee: Mary J. Maney, Rosebud Wennerberg, John S. Morrissey and Naomi Johnson.

Following a short rehearsal, a light lunch was served. Congratulations were also extended to three newly wedded couples, Mr. and Mrs. Lester Thiede, Mr. and Mrs. Clifford Rodgers and Mr. and Mrs. I. S. Granstrom. Each couple was presented with a lovely floral arrangement and best wishes were extended by the club members.

Much credit is due Mrs. Lucy Martin for preparing the refreshments which were later served by the committee under Miss Kuhn. Due to the illness of Virginia Nunes, the special entertainment which had been planned for the evening was cancelled. However, a colored motion picture of the Chicago Railroad Fair was shown.

Several engagements have already been arranged for the club throughout 1949 and into 1950. Employees in the Chicago area who like to sing are invited to join in this special employe activity and may do so by applying to any member for membership particulars.

Silvia Farrow, of the telegraph-signal department, another ardent hunter, spent her vacation in the Yakima country, and reports having luck getting her quota of pheasant and chucker, the later being explained as a cross between a hen and a partridge.

Felicitations are in order for Frank Hurlbut, of the tax department, on the birth of a daughter, Oct. 29; name Kristine, weight seven pounds eight ounces, address, Mercer Island. The little lady has a brother.

The Milwaukee Women's Club held its annual fall dinner at the club rooms in the Union Station on Oct. 27. A baked ham dinner was served to 115 members and their families. Highlight of the evening was the awarding of a beautiful hand-knitted afghan made by Mrs. J. N. Strassman. The lucky one was W. F. Roark of the city ticket office. The bake sale was also very successful. Following the dinner, a Bingo party was enjoyed.

It seems that two Russian generals were having a "hate America" session one day.

"America is a lousy country," said one. "It's a weak country. We don't need to have anything to do with it because it has never produced anything to benefit mankind."

Then he looked at his American-made watch, finished his American chocolate bar, lighted his American-brand cigarette and drove off in an automobile that had been manufactured in Detroit.

H. W. Williams Honored by Associates



H. W. Williams (left) accepts from A. R. Kidd the chime clock which was a retirement gift from his associates. In the background, left to right, Al Pentecost, H. J. McMahon and L. H. Dugan.

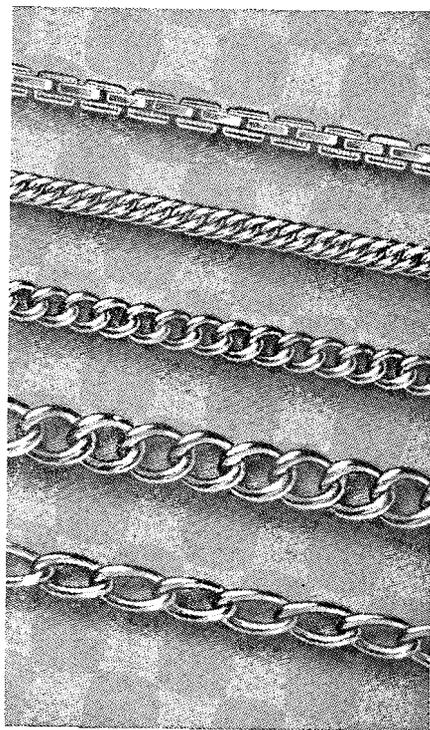
HOMER W. WILLIAMS, master mechanic at Tacoma, Wash., who retired on Aug. 31 after 37 years of service, was the guest of honor at a dinner party on Sept. 14. Seventy fellow employes and associates gathered at the New Yorker to wish him good luck and enjoyment of the years ahead.

Acting as master of ceremonies, H. J. McMahon recounted several amusing incidents connected with Mr. Williams' service, to the accompaniment of some very hearty

laughter. A number of officers, retired friends and others also spoke and extended their best wishes to the honored guest.

A. R. Kidd, representing the group, presented to Mr. Williams a gift of a cash purse and a ship chime clock for his newly acquired cabin cruiser. As a memento of the occasion, he was also presented with the guest book which had been signed with the names of those present. The party was planned and engineered by Messrs. DeGuire and Sandberg.

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CHICAGO GENERAL OFFICES

Auditor of Expenditure's Office

Daniel J. Boyle, Correspondent

We are happy to report Eileen Gawenda as back with us after her siege of illness.

Potential railroad employes announced their arrival to the families of Al Kissel, Stanley Skutek and Theresa Schroeder—two boys and a girl in that order.

Late vacationists included John Dennison who took in the circus. Jimmy Kearnes spent his vacation in New York, while Eleanor Grutzmacher and Shirley Kotwasinski visited Florida. Elavi Conroy enjoyed a trip to the Smokies and Lillian Hansen toured California.

A recent visitor was Al Janosky who formerly worked in the bill and voucher bureau.

Two weddings not yet reported are those of Connie Lindbloom of the timekeeping bureau whose gift from her office friends included cooking utensils, and Charlene Wilson of the computing bureau who was presented with an electric coffee maker.

The beautiful diamond ring displayed by Pauline Massicotte was presented to her by Bill Helfrich of the material bureau. Ruth Walsh, our former telephone operator, has also made known her intentions by the recent display of an engagement ring.

Sympathy is extended to Jane Mulholand in the loss of her sister in Florida.

Passenger Traffic Department

Roy H. Huntsman, Correspondent

We are glad to hear that the new home of Walter Keller, manager of the reservation bureau, is finished and that he has moved in. The new location is 5656 North Kilbourn Avenue.

We wish to announce the birth of a seven and a half-pound boy to Mrs. Tom Fordham on Oct. 5. The young arrival has been named Thomas James. Tom is now located in the general passenger office.

By the gleam in Harold Williamson's eye, we have suspected something, and by the gleam of something that is not glass on the third finger of Anita Staffa's hand, the suspicion has been confirmed. Anita, of the Burlington reservation bureau, recently announced her engagement to Harold, night manager of the Milwaukee reservation bureau.

Richard "Dick" Holda is now in the general passenger office.

Jeanette Pronobis became the mother of Gregory Charles, nine pounds three and a half ounces, on Oct. 26. Several showers and parties were given for her before she left to await his arrival.

It has been pointed out that a man's age can be measured by the degree of pain he feels as he comes in contact with a new idea.

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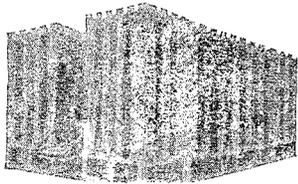
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Office of Auditor of Equipment Accounts

Harry M. Trickett, Correspondent

Vacations are fast a memory for most of us, but our present vacancies are well inspired by their travels. Leonard Dedovich traveled to Linn, Ore., on Oct. 30, while Emilie Barocca and her husband went to Cuba, returning on Oct. 24 with a western exposure.

Barbara Swiney returned from a trip to Portland and Los Angeles returning on Oct. 24.

Lydia Pagels returned from Mexico City for her vacation, returning home on Oct. 17.

October was a good month for baby visitors, with Florence Hill and son on Oct. 12, Frances Wagner and son, Oct. 13, Rose Hedal and Margaret Glad with their sons on Oct. 17, and Dora Bratke and daughter on Oct. 19.

Sympathy was extended to Blanche Polzin in the loss of her mother on Oct. 21.

Ralph Upham entered the hospital on Oct. 31 for surgery.

Two new engagement rings appeared on Oct. 31 with Jean Barocca and Emilie Dedovich proudly displaying them.

Paulene Dutka resigned on Oct. 25 after four years of service.

Dale Manck who had taken a leave of absence until Jan. 1 because of ill health, passed away suddenly on Nov. 2.

Freight Auditor's Office

J. A. Strohmeier, Correspondent

Yvonne Potempa, of the accounting machine bureau, and Edward Blalock, formerly of that bureau, were recently transferred to the freight auditor's office on Oct. 22 in St. Paschal's Church. Office friends gathered there with an electric coffee maker and a toastmaster, along with a lot of good luck wishes. Reception that same evening at St. James Hall at which a large group of office friends were in attendance. They honeymooned in Miami, Fla.

Marce Bethell, employed here for some time and who went on furlough to await a blessed event, was stationed in front of our building the evening of Oct. 27 with a twin



New employe from overseas . . . Kathleen Moran, a petite colleen from County Mayo, Ireland, who is learning about American business methods in the office of the freight auditor, Chicago. (Photo by J. A. Strohmeier, correspondent, Fuller Avenue.)

baby buggy and two fine looking youngsters who look very much like their mother.

Sophie Senatra, of the WB filing bureau, and her chum, Charlotte Berck of the Statistical bureau, have returned from a vacation and talk of going back to places they visited in Los Angeles, San Francisco, Grand Canyon and Carlsbad Caverns.

Blanche Debs, of WB filing bureau, is back on the job after being at home for some months due to a broken leg.

Men's bowling league: The Fast Mail team, captained by Ed Rump, is still holding down first place, but the other teams getting stronger are beginning to crowd them. Congratulations to Art Peterson for his mighty 256 game. The bowling party on Oct. 25 was a success. For that, a thank you goes to John Jenkins, proprietor of the Lake View Recreation.

Office of Auditor of Passenger Accounts

Bill Tidd, Correspondent

Miss Rose Finnell, who has returned after an extended sick leave, wishes to thank her many friends for their thoughtfulness during her illness.

Vera Barocca of the central typing bureau was married to Louis Bassi on Oct. 8 at St. Benaventure's Church, with a reception following for friends and relatives. The office force gave Vera and Lou a starter set of stemware. Vera's sister Jean of auditor of equipment accounts' office was maid of honor.

Mary Kent is back to work again after a two-year leave, due to an accident.

John Hanson has entered West Suburban Hospital for an appendectomy.

Mr. and Mrs. Gus Rohde celebrated their 25th wedding anniversary on Oct. 29.

Hello, world: Judy Marie Sommers born Oct. 23 at Belmont Hospital. Congratulations to Art and Beverly.

In a recent letter from the one and only Parnell J. Kelley, we find he has added turkeys to his young farm. Also, by raising his own beef it comes to only 43 cents a pound, butchered. There's a thought, meat lovers.

The force extends its sincere congratulations to Ralph Klotz, chief rate clerk in the passenger traffic department, Union Station, on his promotion to assistant to passenger traffic manager.

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Newboys of note . . . Julian (left) 10, and Robert, 11, sons of Engineer Julian DeGideo of Three Forks, Mont., were cited for newspaper carrier awards by the Inland and Daily Press Association and the Bozeman Chronicle during National Newspaper Week. The boys are both carriers in Three Forks, attend school there, and are in all sports and the school band. (Picture submitted by Nora B. Decco, correspondent, Three Forks, Mont.)



Gallatin Valley local, is a hospital patient in Bozeman but is much better at this writing.

What do you know? Ralph Kemberling and Mrs. Kemberling have moved back to Three Forks and have a nice comfortable apartment in the Sacajawea Inn with nothing to do but watch the passersby from the front porch. That is the life. Agent Crowder bid in Martinsdale where Ralph worked so many years.

A ticket agent's special train west bound the last of September was manned by a hand-picked train crew, Conductor Tommy Fairhurst, Brakeman Douglas Fairhurst and Brakeman William Fairhurst—father and two sons. Believe it or not, it just happened that way; not planned or nothin'.

Mrs. Everett Ruegamer is on the sick list and has been a patient in a Butte hospital the past month, but will soon be home.

A death on the division, Oct. 14 at Deer Lodge, was that of Mrs. Maude Carlson, wife of Passenger Conductor A. J. Carlson, after a long illness. The Carlsons lived in Three Forks for more than 30 years but moved to Deer Lodge about two years ago. In addition to her husband, Mrs. Carlson is survived by four daughters and two sons, and relatives in the Dakotas.

Northern Montana

Pat Yates, Correspondent

Mary Jo Colby, daughter of Electrician Helper Colby of Harlowton, recently underwent an appendectomy at St. Joseph's Hospital in Lewistown.

Mr. and Mrs. Bob Randall were recent week end visitors at the home of Mr. and Mrs. Herb Reuther. Mr. Randall is employed in the freight house at Great Falls. Mrs. Reuther is a retired freight house employe at Lewistown.

Engineer C. J. Mondloch spent a few days in the hospital recently, but is now back on the job.

Firemen Bill Paluska and Richardson are now firing on the main line.

Mrs. George W. Loderhose and Miss Etta N. Lindskog of Chicago, president general and secretary general, respectively, of the Milwaukee Road Women's Club, visited here on Oct. 21. On their arrival they were met at the depot by the officers of the local chapter and escorted to the Burke Hotel where a dinner was served in their honor. After the dinner the visiting officers both gave a talk at the Women's Club rooms.

According to all reports, so far only two railroad men have shot their buck—Brakemen Harold and Leon Rozelle, both getting their deer in the Snowy Mountains.

Section Foreman John Gamell recently accompanied his sister to New York City where she lives. She had spent several months here on vacation. John said he couldn't get a seat at the World Series so he watched the games through a television set.

We regret to report the death of Mrs. Edward Leubke, mother of Mrs. Service Finkbner, wife of carman. Mr. and Mrs. Leubke came to Montana in 1914, homesteading north of Teigen on the Winnett line. They have shipped many cars of cattle over our railroad.

Give us, O give us the man who sings at his work! Be his occupation what it may, he is equal to any of those who follow the same pursuit in silent sullenness. He will do more in the same time, he will do it better, he will persevere longer. One is scarcely sensible to fatigue while he marches to music. The very stars make harmony as they revolve in their spheres.

—Thomas Carlyle

The Milwaukee Magazine



Janet Marlett, 15-year-old daughter of Train Dispatcher R. L. Marlett, Madison Division, astride her horse Cheetah. Janet recently won first place in the Hoofers Show at Madison and third place in the Madison Horse Show. She is also a member of the Bar M quadrille team. (Photo submitted by W. W. Blethen, correspondent, Madison, Wis.)

MADISON DIVISION

W. W. Blethen, Correspondent

Superintendent and Mrs. F. R. Doud attended the wedding of their son Wallace Charles to Miss Marjorie Kathryn Fenton of Milwaukee in the rectory of Immaculate Conception Church on Oct. 15. Following a breakfast at the Surf, the newlyweds departed for a trip through the Smoky and Blue Ridge Mountains. They are at home at 1536 South Eighth Street, Milwaukee.

Congratulations are in order for the Edward Kerls of Madison on the arrival of their first grandchildren, twins, Jakilynn Ann and Marilyn Mae, who arrived on Oct. 8 at the home of Mr. and Mrs. John W. Brooks in Madison.

Frank Ziel, retired Coast Division conductor of Chehalis, Wash., called at the office recently to pay his respects to the boys. Frank was at one time employed on the Madison Division and was here visiting his brother Ed.

Fireman and Mrs. Charles J. McCann of Madison announce the arrival of a son, Patrick Henry, on Oct. 19.

Mr. and Mrs. Robert Wasco, of Kansas City, Kan., announce the arrival of a son, Gary Stephen, on Oct. 20. Mrs. Wasco will be remembered as Marilyn Dempsey of the superintendent's office.

Miss Ann Carroll Coleman, daughter of Agent E. D. Coleman of Boscobel, became the bride of Daniel F. Kelly of Chicago in a ceremony, Oct. 22, at the Immaculate Con-

ception Church in Boscobel. Mr. and Mrs. Kelly are spending their honeymoon at Colorado Springs, Colo., and will make their home in Norwood Park, Ill.

Freight Agent J. F. Conlin is driving a brand new Chevrolet.

Frederick W. Liegois, rate clerk in the freight department, has moved into his new home in Middleton.

Yardmaster and Mrs. L. P. McCann, Madison, spent their recent vacation in Wichita, Kan.

Fred Liegois, chief clerk in superintendent's office, won a \$30 football pool on the Wisconsin-Navy game; treated the "gang" to a big box of candy.

Matthew P. Valentine, 66, agent at Cross Plains, died of a heat seizure on Oct. 29, while at Middleton on business. Mr. Valentine had worked for the Road for 47 years as agent and telegrapher, being appointed to fill the agency at Cross Plains in April, 1920. He is survived by his wife, a daughter, Mrs. Bert Minahan, a son David, telegraph operator in the division offices at Madison, and a son Richard. Funeral services were held at St. Francis Xavier Church.

Charles J. Richter, retired conductor, 71, passed away on Oct. 19 following a short illness. He retired in July, 1949.

Funeral services for Roy A. Vaughan, retired conductor, age 73, of Wauzeka, who died Oct. 25 in a Prairie du Chien hospital, were held Oct. 27 in St. Paul's Evangelical Church at Wauzeka. Mr. Vaughn retired in 1939 due to failing health.

Sympathy is extended to Agent J. M. Brown and Chief Clerk Gene Brown of Janesville on the recent death of their sister, Miss Gertrude Brown.

John H. Falter, retired engineer, age 79, died at a Janesville hospital on Oct. 24 following a short illness. Mr. Falter retired on Dec. 1, 1938, closing a railroad career of 50 years.

Agent J. M. Brown of Janesville has a new nickname—"Ace." Brown got the new moniker recently at the country club when he smacked his golf ball off the No. 5 tee straight to the cup 195 yards away. Brown, a left hand swinger, used a spoon in making the shot.

Ferd G. Fandrich, retired, a former resident of Janesville, Wis., now living in Long Beach, Calif., was married to Clara K. Heinen of Long Beach, formerly of Random Lake, Wis., at Yuma, Ariz., on Oct. 18. They will make their future home in Long Beach at 2825 East 5th street.

The first business corporation to sell life insurance in America was chartered in 1794 and sold only six policies in its first five years of existence. Today Americans own 188 million individual policies. Last year alone Americans bought almost 23 billion dollars worth of life insurance.

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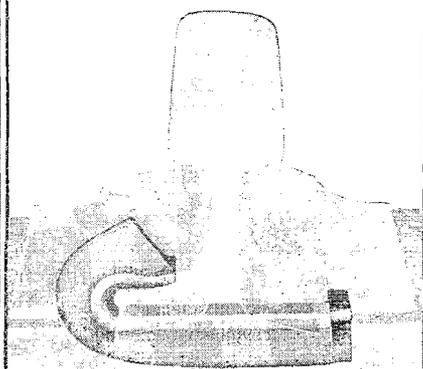
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LA CROSSE & RIVER DIVISION

First District

K. D. Smith, Correspondent

Two sure signs of fall around here—Shorty Sherrod, maintainer at Wisconsin Dells, oiling up "Ol' Betsy," his trusty Civil War musket, ready for ducks, deer or what have you, and Otto Butzlaff, section foreman at Portage yards, unrolling snow fence and getting the old sweeper out of mothball, ready for the snow drifts this winter.

The Grandmothers' Club, a national organization, held a convention in Atlanta, Ga., Oct. 10 through 13. Members attending from Portage included Mrs. A. W. Grunke, president of Portage Chapter, Mrs. Anna Pate, Mrs. Emil Bublitz, Mrs. K. D. Smith and Mrs. Mabel Baxter, all of our Milwaukee Road family.

We regret to report the death of nine-year-old Daniel Johnson, grandson of La Crosse Division Conductor Dan Tracy, which occurred at Portage Sept. 28 on account of polio. He died very suddenly, in spite of all medical aid. Burial was at Portage.

Frank Learnmonth, retired agent residing at Riverside, Calif., passed away Oct. 12 due to a heart seizure. He started with the railroad as a brakeman in 1880 and lost a leg two years later. He then learned telegraphy while convalescing and was one of the veteran operators, working as operator and then as agent at Rio, Wyocena and Wisconsin Dells, and finally at Columbus where he retired in 1937. He then moved to California where one of his sons lived. "Peggy" as he was known to his friends, was a square shooter and a good rail who did not flinch when it came to handling the hot jobs of his day. He made a host of friends who will mourn his passing. Burial was at Riverside. He leaves two sons, Fred, a clerk in our freight house at Portage, and George, and a daughter Marian and his widow in Riverside.

Stand up to be seen, speak up to be heard, and shut up to be appreciated.

TREATED AND UNTREATED
CROSS TIES
SWITCH TIES
PINE POLES

Potosi Tie & Lumber Co.
ST. LOUIS DALLAS



Old landmarks comes down . . . With Diesel engines taking over most of the hauling on the third district of the La Crosse & River Division, the huge coal tower at Wausau, Wis., was razed on Oct. 15. The old structure was built in 1915. A loader taking the coal directly from cars to steam engines will replace it. (See our recent Herald photo and news article.) *K. D. Smith, Correspondent, Milwaukee*

Second District

H. F. Gage, Correspondent

Mr. and Mrs. James C. Brown celebrated their golden wedding anniversary on Oct. 2 with a family reunion. Their children are Mrs. J. A. Brown, wife of Lindsey, Calif.; Dr. George H. Brown, Methuen, N. J.; and J. DeWay Brown, supervisor of crews and cars in the color and paint department at La Crosse. There are five grandchildren and three great-grandchildren. A reception was held at the Brown home in La Crosse. Mr. Brown started working as an operator on the Superior Division on Jan. 24, 1896, at Tildenville and later was operator at Kiel and Lena. In 1905 he was appointed relief dispatcher on the Northern Division and in 1913 was main train dispatcher at Green Bay. He transferred to the La Crosse Division as assistant chief dispatcher at Portage in 1923. In 1931 he was transferred to the consolidated dispatcher's office at La Crosse and held the position of relief dispatcher and relief chief dispatcher until July 1, 1945, when he retired.

E. B. McElm, inspector and supervisor of train control, is on the sick list at this writing, being confined to St. Francis Hospital at La Crosse. Visitors will be appreciated.

W. Gage has been appointed assistant master mechanic at La Crosse.

Master Mechanic Hempstead, though still on the sick list, comes around occasionally to pay a call.

Agent L. F. Johnson of Dakota, Minn., is the father of another baby girl. He may have to build a side car for his scooter now if he intends to take both of them for a ride.

Few things are harder to put up with than the annoyance of a good example.
—Mark Twain

The Milwaukee Road advertisement shown here is currently appearing in Time Magazine, and is scheduled to appear in the December issue of Trains Magazine, as well as the Dec. 5 issue of Newsweek.

Third District

M. G. Conklin, Correspondent

In a ceremony at the Zion Lutheran Church, Wausau, on Oct. 8, Miss Phyllis Hintz became the bride of Vern Beam. Vern is the son of Engineer Roy Beam. A dinner for the families and bridal party, and a reception were held at the bride's home in Rothschild.

Cards received from Conductor A. F. McDonnell, who has been away for some time because of illness, indicate that he and Mrs. McDonnell enjoyed their trip en route to California and are now having a nice visit with their daughter and son-in-law, Mr. and Mrs. Guy Lenert, in Santa Monica. Guy Lenert was employed in the mechanical department at Wausau for several years.

Walter Freebern, 65, died at his home in Wausau on Oct. 5 after a long illness. Funeral services were held in the Ritter and Deutsch Funeral Home with the pastor of St. Paul's Evangelical Church officiating. Interment was in Pine Grove cemetery, Wausau. Mr. Freebern was the storekeeper at Wausau for many years prior to November, 1947, when he retired because of ill health. His wife Bessie and a daughter, Mrs. Melvin Boernke, both of Wausau, survive.

Rain and the worst wind storm in this area in many years, did not stop the kindergarten class of the John Marshall School, Wausau, from their recent train ride on the Northwoods Hiawatha between Wausau and Rothschild. Boarding the train at Wausau, they were given plenty of assistance by the train crew and the teachers. Your correspondent's niece, Anora Busch, was one of the children who made the trip, and pronounced everything about it—a distance of six miles—as being “wonderful.”

H. C. Cleveland, agent at Wausau, recently spent a week pheasant hunting in the Dakotas.

Wyman Dustin, car department employe, is laying off at this time on account of illness.

Glad to report that Engineer William A. Streeter, who has been on the sick list for several months, has returned to work.

D & I DIVISION

First District

E. Stevens, Division Editor

Phil Hughes, retired traveling engineer, who had just returned from a vacation spent in the California sunshine, stopped in at the Savanna offices in October to say hello to his friends and former co-workers. Mr. Hughes certainly is a good advertisement for the retirement plan as we never have seen him looking better.

November, 1949



California-bound, the Stevens got an extra 1,000 miles of scenery via the Pacific Northwest

You too, can make the most of your California trip by going through the Pacific Northwest. See the Montana Rockies . . . the evergreen Puget Sound country around Seattle . . . Mt. Rainier and British Columbia. See *all* the Pacific Coast! Washington, Oregon and California . . . yours at surprisingly low cost if you follow The Milwaukee Road itineraries suggested in “California via the Pacific Northwest” folder.

Ride the Olympian HIAWATHA

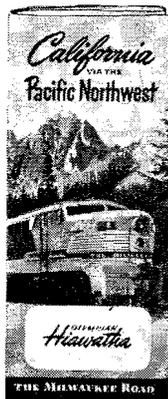
By using the new Touralux sleeping cars on this famous Speedliner and economy equipment on other crack trains, you can save enough to pay for sightseeing and hotels at Seattle and Portland. If your budget is larger, you can enjoy luxurious rooms en route.

Our free folder, “California via the Pacific Northwest,” tells the story. Get one from your nearest Milwaukee Road ticket agent, or write directly to me. H. Sengstacken, Passenger Traffic Manager, 963 Union Station, Chicago 6, Illinois.

The Milwaukee Road

The friendly Railroad of the friendly West

This free folder tells how they managed without increasing their travel budget.



Congratulations to John F. Altenbern, lieutenant of police on the D&I Division with headquarters at Savanna, on his appointment to captain of police on the L&R Division with headquarters at LaCrosse, effective Nov. 1. Also, to Roundhouse Foreman W. B. Gage, Savanna, on his appointment as assistant master mechanic with headquarters at LaCrosse, effective Sept. 1. Mr. Gage was succeeded at Savanna by Walter J. Weingart, Marquette. Walter has since left us for Milwaukee and K. S. Casey has been appointed roundhouse foreman at Savanna.

On Oct. 15 in St. John's Catholic Church at Savanna occurred the marriage of Miss Anna Jensen and Conductor William M. Keenan, Savanna. They were attended by Miss Catherine Morrissey of Savanna and Engineer Patrick J. Freeley of Franklin Park, Ill. After a wedding trip to the Ozarks, the couple will live in Elgin, as Bill is a conductor on a suburban train operating out of Elgin.

Jeanne A. Thompson, only daughter of Machinist and Mrs. Neils Thompson, Savanna, became the bride of Lester L. Thulion in a ceremony in the Community Church in Savanna on Oct. 28.

Brakeman and Mrs. Edward Speck, Savanna, welcomed their second baby daughter, Melody Lynn, on Oct. 20.

During October the telegraph keys were stilled for two members of our organization. The sudden death of Chief Dispatcher H. J. Thayer, of the D&I Division at Savanna, was a great shock to his friends and associates. Mr. Thayer was taken ill on Oct. 24, removed to the hospital in the afternoon and passed away the next day. Services were held in Savanna, with burial and Masonic services in Valhalla Cemetery, Milwaukee. Surviving are his widow; two sons, Fireman H. J. Thayer, Jr., and Keith; two daughters, Mrs.

J. D. Mottlow (Mary Jane) and Mrs. Arthur Anderson (Barbara); two grandchildren and two sisters. Mr. Thayer started in railroad service as telegraph operator with the Soo Line. On Aug. 17, 1917, he transferred to the Milwaukee in the same capacity and for 10 or 12 years was an operator at North Milwaukee, being promoted to a dispatcher on Oct. 2, 1938. He came to the D&I at Savanna as chief dispatcher in May, 1942.

Ira Seeger, operator at Sabula bridge for many years, passed away on Oct. 22 in the Savanna City Hospital where he had been a patient for two weeks. Burial was in Evergreen Cemetery, Sabula. Surviving are his widow, four daughters and one son.

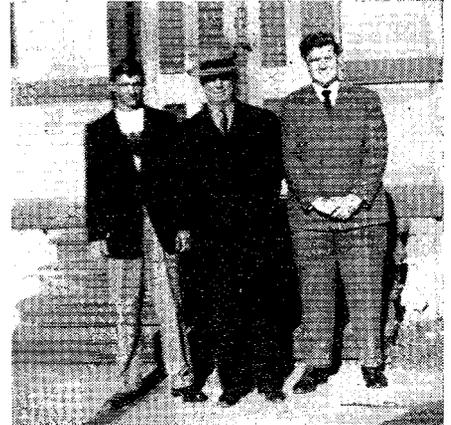
Dan Kennedy, retired switchman, Savanna, passed away on Oct. 18 in his cottage at Riverview following a heart seizure. Mr. Kennedy began working with the Milwaukee on Dec. 31, 1916, as a yard brakeman and retired in 1938. He is survived by a son, Switchman James Kennedy, Sr., of Savanna.

Conductor E. Gongaware, an old timer on the second district, passed away in Washington Mills, Ia., on Oct. 1, at the age of 70. Conductor Gongaware entered railroad service as a brakeman in December, 1898, and was promoted to conductor in December, 1904. He worked on the Cascade, Waukon and Preston branch lines for many years, coming down to the main line of the Dubuque Division. Up to the time of his illness he had been conductor on Nos. 35 and 38 operating between Savanna and La Crosse.

Second District Conductor W. S. Hartley underwent an operation at Finley Hospital in Dubuque on Oct. 19.

John T. Daley, 84, retired car department employe at Savanna, passed away in the city hospital on Sept. 30, following an illness of two weeks. Surviving are three sons and two daughters.

A Family Affair



Thomas C. Hosfield, Ira G. Graham and Paul J. Graham (left to right).

DURING the past season three generations of Milwaukee Road men were all on the job as extra gang timekeepers. The senior member of this unusual setup was Ira G. Graham of Chillicothe, Mo., a second generation Milwaukee Road man who has nearly 40 years of railroad service. The second member was his son Paul J., also of Chillicothe, who has eight years of service, and rounding out the trio was grandson Thomas C. Hosfield, Neosho, Mo., who started with the Road last spring. Paul is an Army Air Corps veteran.

MAGNUS METAL CORPORATION

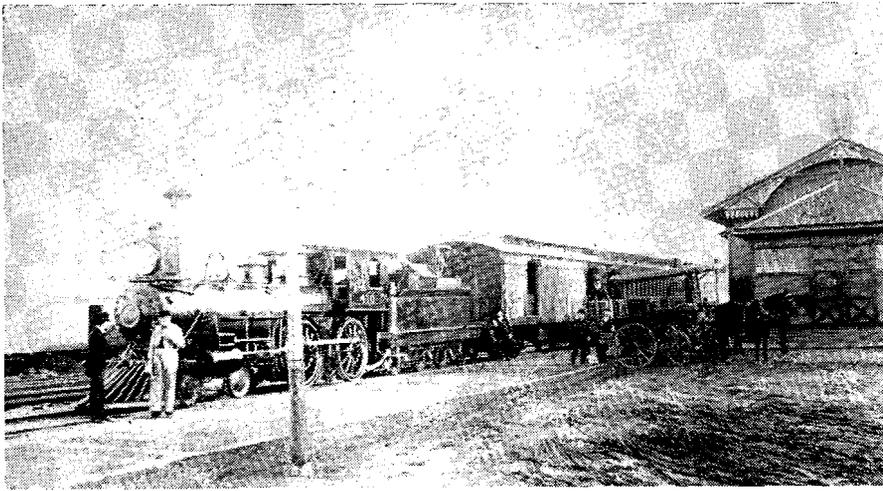
*Journal Bearings and
Bronze Engine Castings*

NEW YORK

-:-

-:-

CHICAGO



For the collection . . . A picture of the old Clinton-Savanna local at Clinton, Ia., in 1895. Thomas V. Maguire, Rockford, Ill., says, "The engineer is my father, John Maguire, now deceased. The depot has been torn down for many years and I believe that the yard now takes all the space."

Quad Cities Area

Marion L. Arnold, Correspondent

Frank S. Weisbrook, general manager of the DRI&NW, passed away on Oct. 23 and was buried, Oct. 27, in Fort Madison, Ia. Mr. Weisbrook held his position of general manager for over 40 years.

We are sorry to report the death of Car Foreman Ed Dittmer's mother, who passed away on Oct. 18. She had been ill since April. Sympathy is also extended to John Fell, CF&PA, whose mother passed away on Oct. 12.

It's another boy for the Earl Harpers—Richard Raymond, who will be nicknamed "Ricky," arrived on Oct. 19.

Mrs. Russell Tubbs has returned after spending two weeks with her sister in Seattle, Wash.

CHICAGO TERMINALS

Union Street

Florence LaMonica, Correspondent

Sorry to report the death of two co-workers this month. Joe Goeschl, "Preacher Joe," and Mike Fablo, "Smokey," both stowers in House two, died recently. Sincere sympathy is extended to the families.

Al Fredericks, well known to freight house workers, has been home for over four months, critically ill. I am sure he would enjoy greetings.

Joe Imundo, car sealer, notifies us that his wife is very ill in Garfield Park Hospital.

Dick Sweeney, timekeeper, tells us that his son fell off a slide in the school play yard and suffered a skull fracture. The boy is now home but will be confined for some time.

Our old friend Sid Roth came in from Tucson to see us recently. He looks wonderful.

Florence Vartebedian, trainmaster's stenographer, is now stationed at Western Avenue and Judy Sotysek is with us at Union Street.

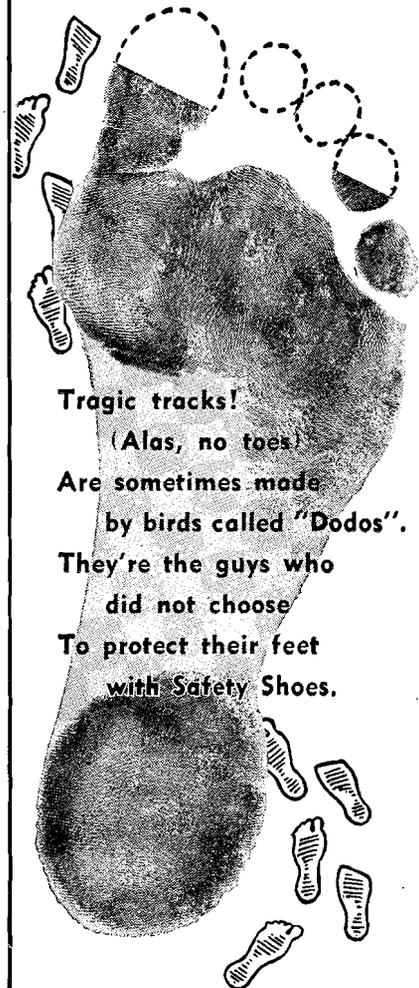
W. L. Emmis and staff have moved in with us at Union Street. We haven't had an opportunity to get acquainted with these folks, but we will and the addition to our happy family will be very pleasant.

If something doesn't happen soon, my next address will be Lincoln Park. Except for a possible extension, Dec. 5 is the deadline, so, if you hear of five rooms heated or unheated, remember me.

The way to fight a woman is with your hat. Grab it and run.

—John Barrymore

DODO BIRD TRACKS



Tragic tracks!

(Alas, no toes!)

Are sometimes made by birds called "Dodos".

They're the guys who did not choose

To protect their feet with Safety Shoes.

Safety First

SHOE COMPANY
HOLLISTON 10, MASS.

The Answer to Your Heating Problem

is a

WARM MORNING COAL HEATER

For Sale by Leading Coal Merchants
and

Retail Stores Everywhere

Distributed by

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General Offices: 8 S. Michigan Avenue, Chicago

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Fellow Employes Fete Irma Brunner



Mrs. Irma Brunner (seated fourth from left), surrounded by a group of well-wishing friends. (Photo by L. E. Harrison, crane operator, Western Avenue yards.)

Mrs. Irma Brunner, secretary to District General Car Foreman Ernest Buchholtz at Western Avenue yards, Chicago, was feted with a farewell party on Oct. 21, as she left the railroad to make her permanent home in California. The popular Irma had been employed at Western Avenue for 22 years. Approximately 30 fellow employes and friends surprised her with a get-together

during the lunch period and presented her with a number of attractive gifts, including an electric toaster and an electric roaster.

To add to the surprise of the occasion, several of Irma's former co-workers were present. Among them were Mrs. Marjorie Cigrand, former secretary, who brought her two small children, and Mrs. Ivy Healy, retired telephone operator.

Sleeping and Dining Car Department

Marie Keys, Correspondent

Dan Cupid has been busily at work during the past few months, the results of his handiwork the engagement, on Sept. 5, of Margaret Sohmer, timekeeper, to M. J. O'Keefe, chief inspector.

Wedding bells rang for Ruth Juhnke, secretary, and Lee S. Trela, clerk, on Oct. 15. The bridal couple toured the South on their honeymoon, stopping in Houston to visit Ruth's sister.

Si Tobiaz, our former office boy, has transferred to the commissary. Ken Kuper

is now running errands for the office.

It is the sincere hope of the office force that Tom Rowley will soon regain his health and return to the office again.

Information has been received that funeral services for John Thomas Robinson, employed as a porter by the Milwaukee from 1892 to 1939, were held at Clinton, Ia., on Nov. 1.

Frank Moran, who served the Road as a cook for 24 years, died suddenly on Oct. 31. W. R. Taylor passed away on Sept. 11. Sympathy is extended to the families of these men.

Fifty years ago—Aug. 6, 1899—W. B. Turner applied for a position as porter on the Milwaukee Road and has been employed in that capacity since that date, maintaining a very fine record. Congratulations to Mr. Turner.

Bensenville

Dorothy Lee Camp, Correspondent

Mrs. Elinor Wallace of the treasurer's office in the Union Depot is recovering at home following an operation, and doing nicely. She is the mother of Don Wallace, manifest clerk in the office of Assistant Agent William Bishop at Bensenville.

Bill Merrimann and wife Dorothy have returned from a late vacation in the South. They both would like to turn right around and head back to Florida after walking into the cold breezes of Chicago. Bob Lewin likes the cold and ventured north for a bit of fishing on his vacation. Bob and Bill are switchmen at Bensenville yards. Johnny Hill, brakeman on the C&M Division, has also returned from a vacation.

Engineer Hank Taubman, Bensenville yard man, has returned from a vacation spent in Detroit with his wife. Mrs. Taubman is well known in River Grove for her

many hours of service donated to the Red Cross.

Sleeping Car Conductor Bill Snip of the Olympian Hiawatha has returned from a trip out west on business with, of all things, a shiny new Plymouth sedan.

Switchman Louie Mindel is down from Irma, Wis., for a little work. Louie thought it was warm here for Nov. 1—"We've already had snow up there," he said.

William "Bill" Stotz, relief yardmaster at Galewood, recently underwent an operation which will keep him laid up for a good many weeks.

Chicago Terminal Engineer "Lefty" Weimann is the proud grandfather and Bud Ervin, Jr., of the general offices—advertising department—is the beaming uncle. Both say that grandson and nephew Billy Weimann is the biggest thrill in the family circle. Of yes, the daddy, Howard Weimann, is very happy, too.

Your correspondent visited recently in Rockford, Ill., with Lillian and Floyd Sowers (retired Illinois Division conductor). The visit turned into a real Milwaukee Road get-together when "Packy" Packard and wife dropped in. "Packy" retired about six months ago as conductor on the R&SW. And not to be outdone, Burt Wheeler, an express man on the Milwaukee for many years, also showed up with his wife.

We heard a story on William Van Gilder, the operator of the Milwaukee Road's interests in this community, this week. We won't vouch for it, but at least it's a good story.

It seems that during the rain storm on Monday evening Van Gilder was hanging around the depot when one of the crew members on a freight in the yard became temporarily ill. Van Gilder grabbed his lantern and filled in during the switching operation.

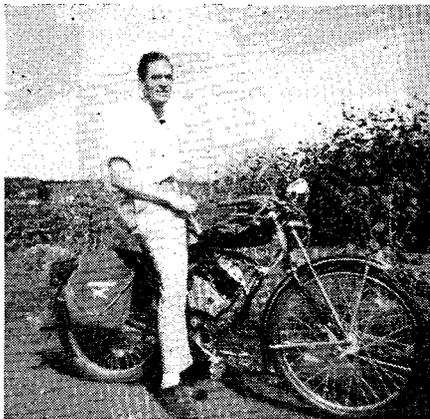
While working the train out from the top of one of the cars he dropped the lantern to the ground. A fellow standing on the platform picked it up and tossed the lantern back up to him. In a few minutes the engineer came rushing up.

"Let's see you do that again!"

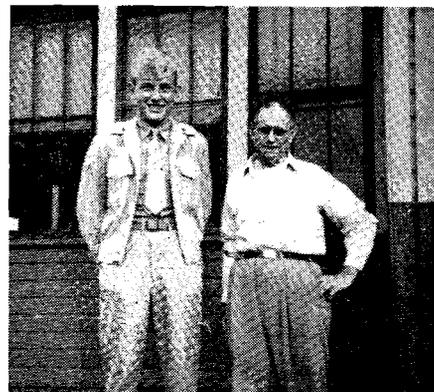
"Do what?" Van Gilder wanted to know.

"Jump from the ground to the top of that boxcar!"

—Mosinee (Wis.) Times



Len Phillips, clerk at Bensenville yard, traveled to McLeansboro, Ill., during his vacation on this motor bike. The 733-mile round trip was made for the amazing sum of \$1.75 for gas and oil. (Photo by Dorothy Lee Camp, correspondent, Bensenville Yard.)



Richard Deviney, a former Bensenville yard employe who is now in the Marine Corps, stopped off at the yards recently for a visit with the old gang. He is shown here with Assistant Agent William Bishop. (Photo by Dorothy Lee Camp, correspondent, Bensenville Yard.)

Story of the two "missing days"



Back in 1910, when a man left his home on Monday morning, he had a 58-hour work week before him.

But over the years—as workers, business and manufacturing methods all got more efficient—it took less and less working time to produce goods of all kinds.

The result is that today the average work week has been cut to 40 hours. 18 hours—more than two whole working days—are missing from a man's work week. They've been transferred to the man himself—to use for leisure time!

But that's not the whole story. Back in 1910, the average household earned about \$2400 for its year's work. Today,

for a lot less work, it earns nearly *twice* that! And in dollars of the same purchasing power, too.

That's the American economic system at work.

This system has some faults—such as ups and downs in prices and jobs. And everybody in this country, except a small group of eccentrics and communists, is working to correct them.

But just remember this: If you want to earn still more money—if you want to work still shorter hours—the only way to do it is to make the American system work even *better*. And that means that every man, every business, every machine has got to produce more and more for every

hour they work—just as they've *been* doing since 1910. And if they do, the gains can be shared by everyone.

All of us in this country *want* the system to work better. And if all of us work together—you can be dead sure it *will*.

The Better We Produce—The Better We Live

Approved for the PUBLIC POLICY COMMITTEE of The Advertising Council by:

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Approved by representatives of Management, Labor and the Public.



In words and pictures, it tells you

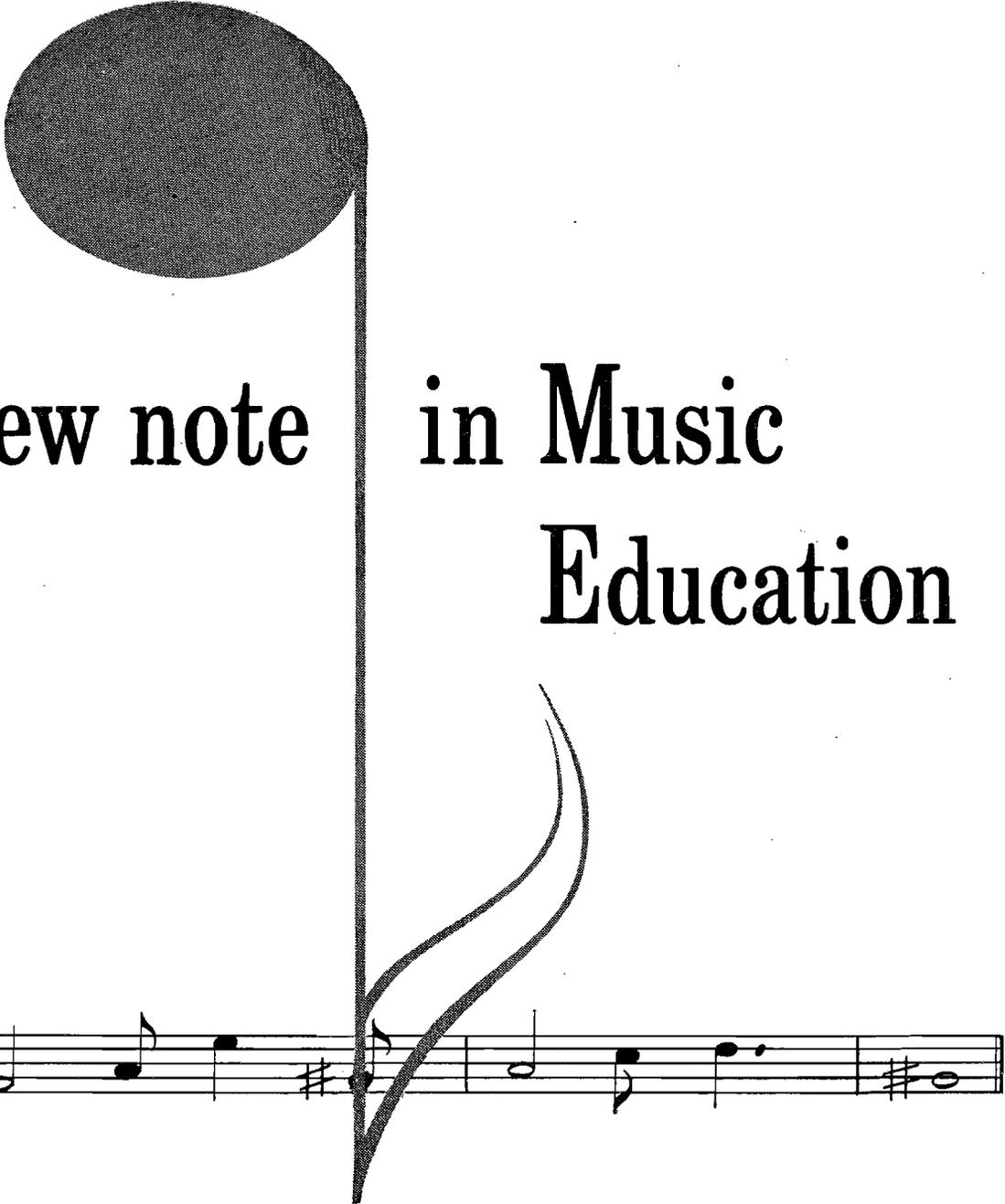
- How our U. S. Economic System started
- Why Americans enjoy the world's highest standard of living
- Why we take progress for granted
- How mass production began
- How we have been able to raise wages and shorten working hours
- Why the mainspring of our system is productivity
- How a still better living can be had for all

MAIL THE COUPON to Public Policy Committee, The Advertising Council, Inc., 25 West 45th Street, New York 19, New York.

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A new note in Music Education

Music appreciation starts with musical enjoyment—and the enjoyment is enhanced when the music is heard in its natural setting of story and action.

That's why teachers will find a big ally in the radio program which dramatizes music—"The Railroad Hour," presenting the world's most memorable operettas and musical comedies.

Famous musical shows which have won the acclaim of millions are re-created—with the high lights of story and music brought to all by a

lively interplay of song, dramatization and action-speeding narration.

Every Monday night "The Railroad Hour" will feature Gordon MacRae, who as a motion picture, radio and recording star has a great and growing appeal for young

people. Every Monday night he will be co-starred with an outstanding guest artist.

So here's a new aid for the teacher—a radio program which makes good music *live*—which, through class discussion, can serve as a bridge between the active world of busy boys and girls and the reflective world of music appreciation.

Here's the program that is not only yours to enjoy—but to *use*—"The Railroad Hour"—every Monday night, over the network of the National Broadcasting Company.

