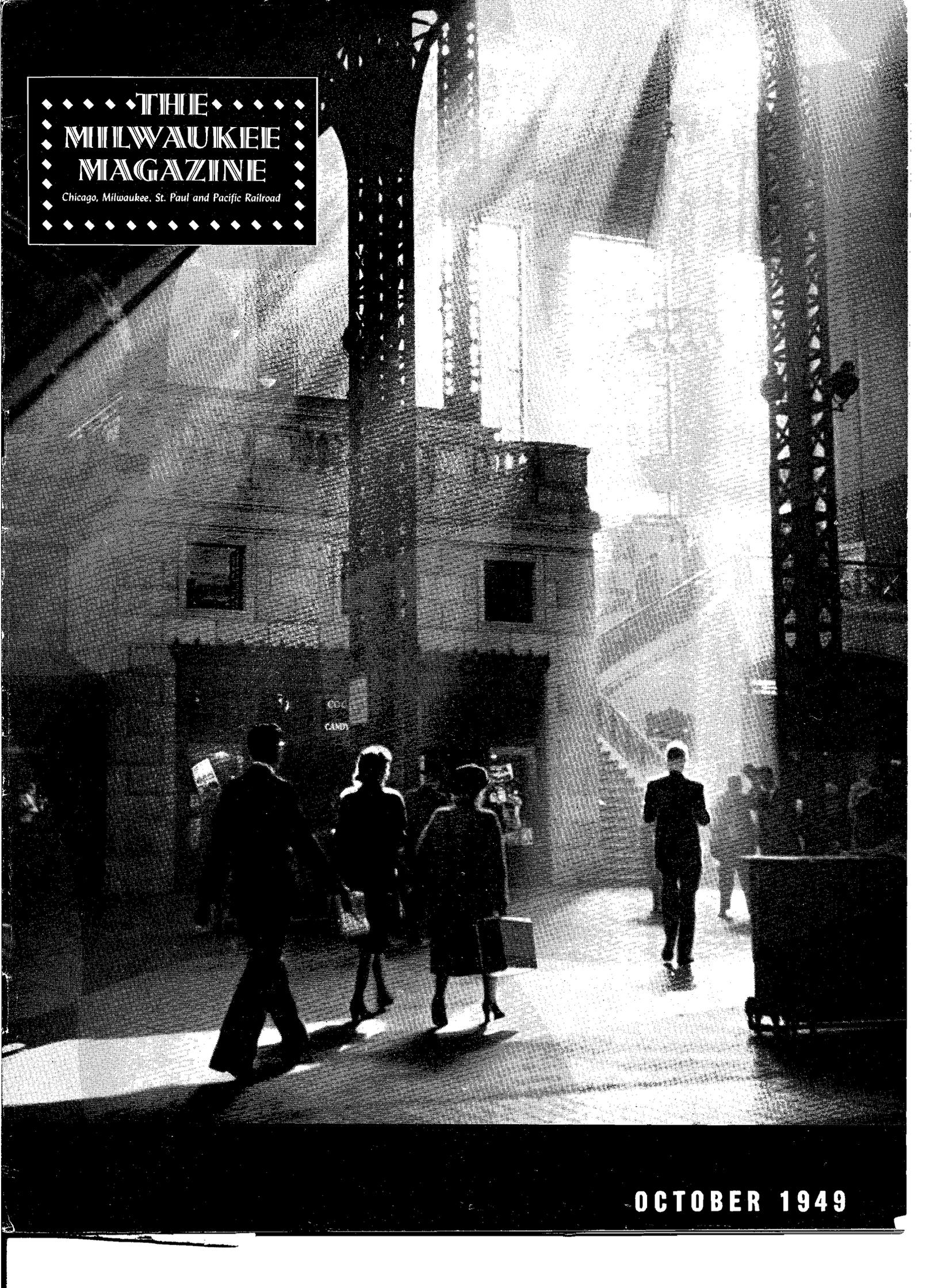


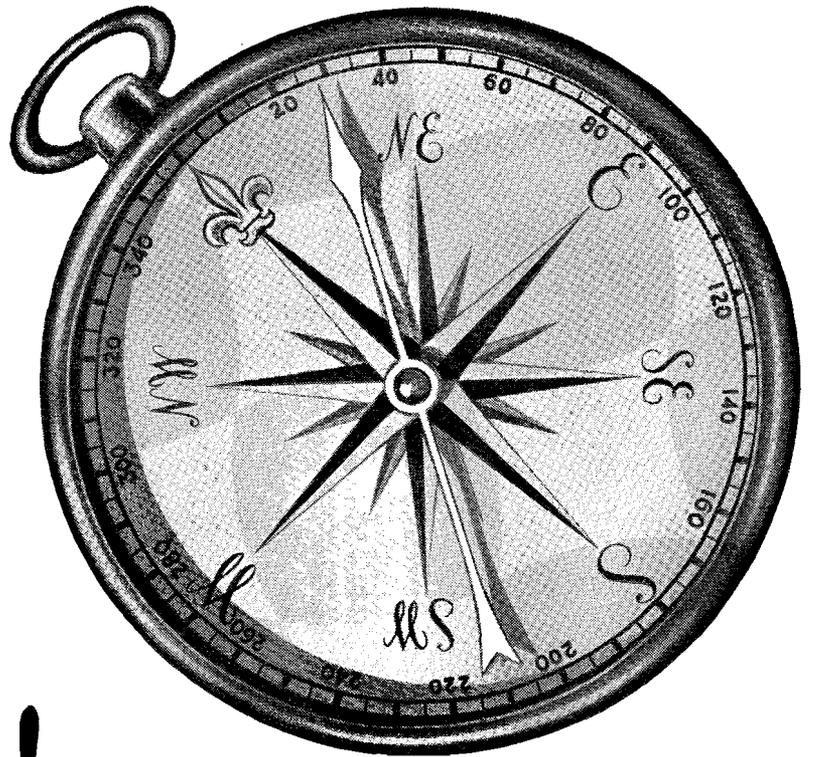
THE  
MILWAUKIEE  
MAGAZINE

Chicago, Milwaukee, St. Paul and Pacific Railroad



OCTOBER 1949

# Go North, East, South or West... young man!



"Go West, young man, and grow up with the country." Horace Greeley said it in 1854. He was right . . . but he was also wrong. He was wrong because *all* of America turned out to have room for development then undreamed of.

### Let's look at the record:

Here's what's happened all over America just during the last 40 years.

**Income:** Since 1910 we have increased our annual income per household from an average of less than \$2400 to about \$4000 (in dollars of the same purchasing power), yet—

**Work hours:** Since 1910 we have cut work hours down an average of 18 per week—equivalent to more than two present work days.

How did we do this? Through—

**Machine power:** We have increased the supply of machine power  $4\frac{1}{2}$  times since 1910. This increased machine power gave us—

**Increased productivity:** This made it possible for us to more than *double* the

output of each of us for every hour we work.

### The best is yet to come

This is what we have done, and this is the way we have done it—to get higher wages, shorter hours, and lower-cost goods for everybody.

And this is the way we can make a still better living in the future—with *greater* use of machine power, *better* machines, *better* distribution, *better* collective bargaining.

Sure, our system still has faults . . . but none that we cannot cure if we all work together to do it.

Approved for the Public Policy Committee of The Advertising Council by:

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PAUL G. HOFFMAN

Formerly President, Studebaker Corporation

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Economist, American Federation of Labor

THE BETTER WE PRODUCE,  
THE BETTER WE LIVE



**FREE** Send for this  
valuable booklet today!

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
- 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

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# THE MILWAUKEE MAGAZINE

Chicago, Milwaukee, St. Paul and Pacific Railroad

## In this Issue

OCTOBER  
1949

VOL. XXXVII  
No. 7

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UNION STATION — CHICAGO

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## WHEN HELLO MEANS GOOD-BYE

WHEN Alexander Graham Bell played his little practical joke on society, he simplified the business of antagonizing people.

Prior to that time it was difficult for a person to incur another's displeasure without going to a certain amount of trouble. Now, thanks to the telephone, it's easy. Anybody can do it.

Although the telephone serves as a labor-saving device in the antagonizing department, it is still true that extra effort produces more spectacular results. The railroad employe, for example, who works hard at being obnoxious on the telephone can really make people hate him. At any rate, he will antagonize more people and drive more business away from the railroad than will the one who is just passively unpleasant. But since that kind of extra effort commands no extra pay or commendation, most telephone offenders are content to let the public hate them just a little bit.

This, as you must know, is an exaggeration for the sake of making a point. The telephone can be as powerful an instrument for stimulating business as it can for driving it away. Furthermore, there are probably few habitual telephone offenders on The Milwaukee Road, and none who actually try to be unpleasant and discourteous.

The really alarming thing about telephone manners is that *all of us break one or more of the rules, at least occasionally, and don't even realize it.*

Since the great majority of telephone discourtesies are innocently committed, The Milwaukee Magazine is undertaking to point out some of the more common ones in a series of brief pieces entitled "Phoners' Boners." The first of these will be found elsewhere in this issue.

As you read "Phoners' Boners" each month, how about pausing long enough to ask yourself on honest and obvious question!

## STORY WITH A MORAL

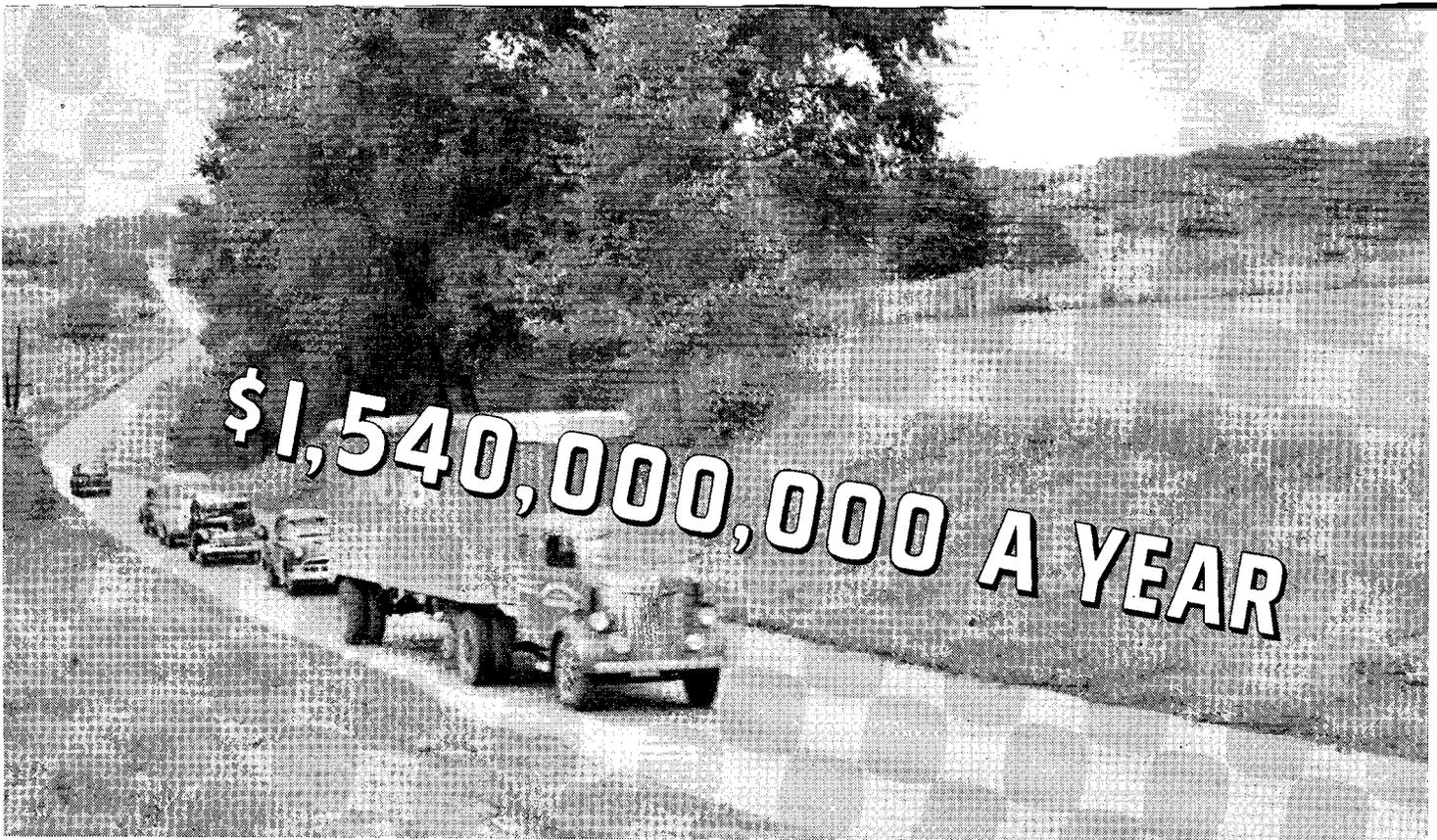
*The following appeared originally in the "From the Editor" section of the Nickel Plate Road Magazine for July, 1949, and is reprinted through the courtesy of that publication.*

A FEW weeks ago I picked up a suit from the cleaners and found the pants riddled with small holes. You could tell from the frayed threads at the cuff that the suit was not new, but I liked it and had planned to wear it another season. The manager and I finally reached a settlement,

based on the price of the suit two years ago and normal depreciation. I left not completely satisfied, for it meant buying a new suit immediately. I now send my cleaning elsewhere.

The incident came to mind recently when I learned the sum the Road paid last year in claims on lost and damaged freight. The total is staggering, but I wonder how many shippers who suffered inconvenience and intangible losses through our carelessness in handling their freight decided, despite settlement, to shift their business elsewhere.





# Who's going to say



by C. H. BUFORD

**A** SITUATION exists in the transportation industry today which should be a cause for very real alarm to every American citizen, and particularly to those of us who are part of the railroad industry. Speaking bluntly, the continued use of our tax money to build and maintain facilities for buses, trucks, airlines and waterways is a growing threat to the security of many railroad jobs.

In the past three issues of this magazine it was pointed out that the tax

money contributed to these agencies is making it possible for them to gain formidable competitive positions against the railroads.

The September issue of the Railway Employees' Journal summed up the problem with this statement: "Perhaps the most important first step toward establishment of equality of competitive opportunity for all carriers is to recognize the fact that public policies are such that other carriers are able to offer rates lower than the

railroads largely because they are not required to pay their own way as the railroads do.

"Until such public policies are changed, the amounts the railroads take in and the number of jobs available will continue to be influenced adversely by the competitive disadvantages they are working under. For that reason, it seems clear that railroad workers generally ought to do everything within their reach to see that equality of competitive opportunity is established for all carriers, with special privileges for none."

Actually, we as railroad workers are in a peculiar position. A part of the income tax withheld from wages is being used to help undermine our jobs.

Last year, while the railroads were paying hundreds



Trucks have become serious competitors of the railroads because they use roadways contributed by the taxpayers. Last year alone, 1 billion 540 million dollars of government money went into the building and maintenance of highways.

of millions to maintain their own steel roadways, they also were among the taxpayers who contributed \$1,700,000,000 in subsidies to railroad competitors.

J. Weldon Jones, assistant director in charge of fiscal analysis of the Budget Bureau, predicted that mail payments to airlines this year will total \$121,000,000, of which the subsidy element will amount to "probably well over half". Over and above the mail payments, the public is contributing about \$100,000,000 a year to maintain and operate airports and provide navigational aids for the airlines.

Millions of dollars of taxpayers' money are also being spent for the maintenance of waterways on the theory of developing "cheap" transportation. An example of what this means is cited in a recent well-documented book, "The T.V.A. Idea", by Dean Russell. One chapter entitled



The price the public is paying to maintain and operate airports and provide the airlines with navigational aids amounts to 100 million dollars a year. In addition, the airlines are subsidized by excessive airmail payments.

"Navigation" includes figures to show that the so-called "savings" for shippers using T.V.A. waterways cost the taxpayers \$4.00 for every \$1.00 "saved" by shippers!

The trucks continue to make inroads on freight which formerly moved by rail because they use roadways which are maintained by the

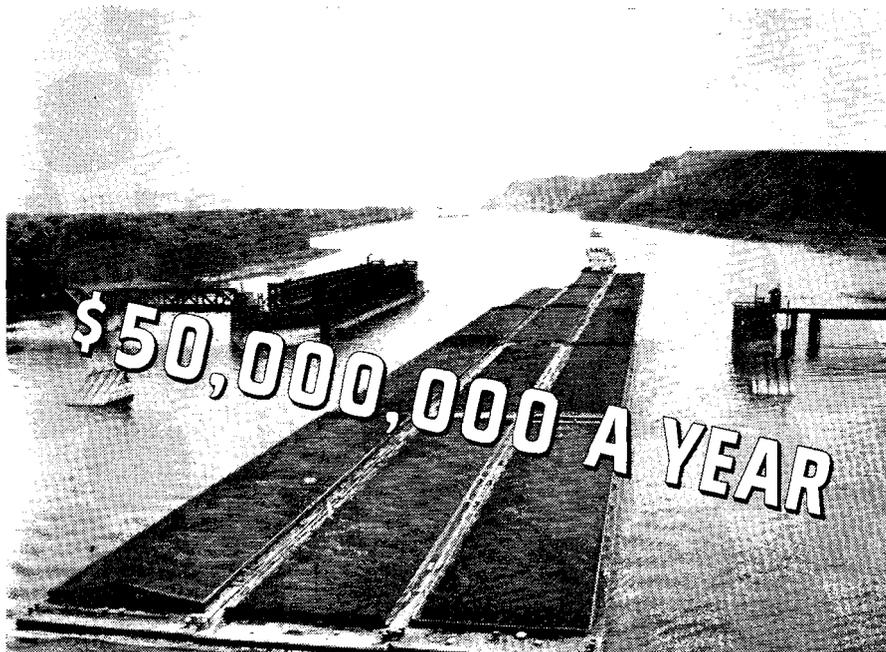
taxpayers. In 1948 alone, \$1,540,000,000 of such money was spent for the building and maintenance of highways, much of which was necessary because of damage caused by overloaded trucks.

It is heartening to see that the railroad brotherhoods have taken a stand alongside the railroads in asking that we be given an equal opportunity to compete.

T. C. Carroll, president of the Brotherhood of Maintenance of Way Employes, writing in a recent issue of that brotherhood's Journal on the subject of the railroads' subsidized competition, made the following significant statement:

"There are almost two million railroad workers in the United States and Canada. If all of these workers and their families will make the truth known to their neighbors and friends, their ministers, doctors, butchers and grocers; if they themselves and their friends and associates will make it their business to keep everlastingly after their representatives in Congress and Parliament and in the state and provincial legislatures, insisting with utmost determination on a fair deal for the railroad industry—then, and only then, will we make real progress toward restoring fair competition and health and prosperity to our railroad industry."

With all common carriers running on even terms, we can be confident that the railroads will remain the backbone of American transportation.



An estimated \$50,000,000 a year is taken from tax money to maintain waterways used by barge lines in direct competition with the railroads which pay their own way, without benefit of anyone's tax dollar.

## STATION NAMES ON THE MILWAUKEE ROAD



This is the first of a series of articles on Milwaukee Road station names which will appear in these pages whenever space permits.

The plan is to publish only the more interesting and unusual name sources. These will be selected at random from the fund of information on hand, most of which has been given to The Milwaukee Magazine by station agents throughout the railroad. Any one who believes the true source of a station name to be something other than that published is invited to send his facts to the Magazine, and if they cast an interesting light on the subject, they will be published.

Employees are also invited to submit good photographs showing interesting and picturesque scenes in villages, towns and cities in which they are interested. Needless to say, if the pictures show at least some evidence of The Milwaukee Road's presence in the area, they will be doubly welcome. Each picture should be completely identified and bear the name of the photographer and the person to whom it should be returned.

—Editor

### Sparta, Wis.

**A**N early settler named Pettis was very active in the building of this town. He donated the plat of ground on which the city built the courthouse and jail and also ran the only hotel. When the founding fathers decided to name the community, they met at the hotel and allowed the wife of their host the privilege of selecting the name. The rigors of the pioneer life had made a grave impression on Mrs. Pettis and she told the assembly that it took a lot of Spartan fortitude to survive in that wilderness. Accordingly, she named the town Sparta in emulation of the ancient Greek city.

### Wakpala, S. D.

An old Indian trading post was established here about 1880 by Father Desmet, the first white missionary seen by the Indians on the main trail from the Black Hills to Bismarck, N. D. The Indians called it Oak Creek. When the railroad was

built the station and post office were named Wakpala, an Indian word meaning "beautiful creek". The town is almost surrounded by the creek which empties into the Grand River about nine miles east. Five Indian survivors of Custer's last battle were still living here in 1926.

### Chula, Mo.

The Hon. Charles Mansur of Chillicothe, Mo., pioneer representative of the district, was responsible for naming this townsite. At the time Mansur was reading a book in which the heroine was an Indian maiden named Shula, which is the Indian word for "beautiful". For some unknown reason, the "S" became a "C" before the name got into general use.

### Dupree, S. D.

This townsite was government land, opened to settlement as the only suitable tract in the vicinity. It was platted by the Indian Department

after the railroad was located and named for Fredrick Dupris (1818-1898) who came to Fort Pierce in 1838 as an express runner for the American Fur Company. Around 1860 Dupris began fur trading on his own account and later went into stock raising. In that he was very successful, having at one time some 10,000 head of cattle and 2,000 horses grazing on the Cheyenne River south of the settlement. He was the founder of the Scotty Phillips buffalo herd. Many of his descendants live in the vicinity.

### Albert City, Ia.

In nostalgic tribute to the Swedish birthplace of the founder, this town was first named Manthorpe. It was plotted on a piece of land owned by George R. Anderson and the first sale of lots was held on Oct. 28, 1899. However, the name of the new town was confused so often with that of Marathon, Ia., that the townspeople reconsidered their choice. The sec-

ond name, Albert City, was in honor of Mrs. Anderson's baptismal name of Albertina.

#### Morristown, S. D.

The name of Nelson Morris, Chicago packing baron, is honored by this main line station. Morris operated an extensive cattle ranch in this territory prior to the opening of the Standing Rock Indian Reservation. When the railroad was built in 1907, the town became a busy shipping point and thousands of cars of cattle were billed out during the next few years. Due to the settlement of the reservation, Morris abandoned his ranch in 1910.

#### Jenida, Idaho

Jenida, 18 miles from Grand Junction, is a testimonial to Western gallantry as it affected two telephone operators, "Jenny" and "Ida", who kept this part of the line in touch with the outside world during the railroad construction period. This is the highest point of altitude on the old Idaho & Washington Northern which was acquired by the Milwaukee in 1915.

#### Council Bluffs, Ia.

History was written in the shadow of this settlement, which was originally called Kanessville, in honor of Col. Thomas Kane, commander of a group of U. S. Dragoons who were stationed at the bluffs in the 1830s. The name was changed to Council Bluffs later to commemorate a meeting held on the bluffs north of the city, between George Rogers Clark and Meriwether Lewis and the Indian chiefs of the region when the famous scouts passed through in 1803 on their exploration tour of the Louisiana Territory.



#### Delmont, S. D.

"As good as anything I ever ate at Delmonico's", is the way the railroad official put it when he praised the cuisine served here while the rail-



road was being constructed. The comparison with the famous New York restaurant lingered, hence the name of Delmont. The Milwaukee constructed a branch line through the town in November, 1886. Newel Swift was the first agent.

#### Bundy, Mont.

This town tried two previous names before settling on Bundy. It was originally called Waldheim, and later Wahoma. The name of Bundy was finally selected in honor of General Omar Bundy of the United States Marine Corps who rendered exceptional service at the Battle of Chateau Thierry in World War I.

#### Sumner, Wash.

Sumner, so named in 1876, honors the name of U. S. Senator Charles Sumner who was very influential through his work in the Senate. Sumner occupies the site of the first semi-open country seen by the famous pioneer Ezra Meeker, who crossed the Cascade Range with an ox team.

#### Port Byron, Ill.

When the town of Port Byron, Ill., was platted it had no name. However, Mr. Gregg, who was interested in the town, was a great lover of the works of Lord Byron, the famous English poet; and since the town was a small port on the Mississippi River, he suggested that it be named Port Byron.

#### Bozeman, Mont.

Bozeman, Mont., where Montana State College is located, was named for John M. Bozeman, a pioneer who led the party which made the first settlement in the Gallatin Valley, in 1864.

#### Lakeville, Minn.

In the 1870s there were two small villages on the present site of Lakeville. When word came in the early '80s that the Milwaukee was going to build a line through the area, the dignitaries of the two villages got together and agreed on a merger. They finally concluded that Lakeville was to abandon its village and move to Fairfield, provided Fairfield abandoned its name and assumed the name of Lakeville.

#### Oldham, S. D.

A posthumous tip of the hat to several carloads of smoked hams accounts for the naming of this South Dakota town. It happened during the construction of the railroad when the



contractor discontinued work at the close of the season and left behind the unused hams as being so much excess baggage. They were a durable landmark and when the town was built and the city fathers looked about for a name, the biggest thing on the landscape was the pile of old hams.

#### Belmont, Wis.

Belmont, site of the first Wisconsin state capitol, gets its name from a group of mounds which surround the village. They belonged to a family by the name of Bell and consequently were known as the Bell Mounds. The name of the village, Belmont, grew with usage.

# PROF. KAPHINGST Teaches The Fourth "R"



**P**ASSENGERS on the eastbound Afternoon Hiawatha have watched the scene many times during the stop at the St. Paul Union Depot—the man in the brass-buttoned uniform with a crowd of small children in tow, pointing out the details of the streamliner's construction. If they are residents of the Twin Cities area, the chances are that they will recognize the group as "Professor" Arthur Kaphingst, gateman at the depot, and one of the classes he instructs in "Railroadology."

Kaphingst holds the distinction of having passed on more information about railroad travel to children than any other individual in his part of

the country. During the past five years he has averaged 3,000 youngsters a year on his station tours. This figure includes many groups from the Minneapolis schools and outlying districts. Most of them have been second, third and fourth grade pupils, with an occasional class of teenagers. Kaphingst enjoys having children around him and declares that the opportunity to be mentor to the curious brings him more pleasure than anything he can think of.

"The teachers who come along tell me I missed my calling," he says. "They say I should have been a school principal."

The youngster who takes one of



A lesson about trains . . . Arthur Kaphingst explains the wonders of railroad travel to little Nancy Gustafson, St. Louis Park, Minn.

Kaphingst's lecture tours is instructed in everything a traveler must do from the time he enters a railroad station until he is on a train. The round of the station takes from one and a half to two hours, during which he learns how to buy a ticket, check baggage, send a telegram, obtain information about the arrival and departure of trains, what to do if he is lost in a strange city, how to use a locker, and so on.

As part of the tour, Kaphingst arranges to have one of the party paged over the public address system. This surprise always causes a stir among the youngsters. Another thrilling experience is a visit to the model train room where the children are shown how the various railroad devices work and watch them in actual operation on a half dozen miniature trains.

To see how the lesson has gone home, the youngsters are asked to go through the motions of a traveler starting out on a trip, while Kaphingst stands by and grades their performance. Most of the tours end with a train ride to Minneapolis, another exciting experience. The Minneapolis school groups reverse the order, taking the train ride first and then the St. Paul station tour.



Children of the Brookside School, St. Louis Park, Minn., and their escort stop beside the Hiawatha. "Professor" Kaphingst brings up the rear.

## Bill Johnson Runs Interference

AS INTERMEDIARY agents in arranging an educational tour for 4-H club boys and girls this past summer, F. W. Baker, DF&PA at Terre Haute, Ind., and the members of his staff were highly complimented by the State of Indiana Cooperative Extension Work at Bloomfield. The following letter represents the endorsement of Mabel E. Spriggs, home demonstration agent; O. R. Truelove, 4-H club agent; and Arthur Haseman, county agricultural agent.

"You will perhaps recall that the Milwaukee Road was contacted regarding the trip. To make a long story short, we took 492 to Terre Haute, visiting several factories and business places during the day. A guide was needed and Bill Johnson of Mr. Baker's office was assigned to carrying the ball. Mr. Johnson went out of his way to line up points of interest, arrange for details, and keep his fingers generally on the Terre Haute end of the trip. In our estimation he made many friends for the railroad through the contacts he established. It is our hope that these friendships will ripen into future business to partially repay for the helping hand. We want to thank The Milwaukee Road, and especially Mr. Johnson, for the interest taken in our boys and girls."

## Indian Summer Comes to Town

### The Cover

INDIAN SUMMER, which has been so busy in the Midwestern woodlands of recent weeks, finds time to come to town on bright, sunny days. The evidence enters in the early morning by way of the great window at the east end of the Chicago Union Station trainshed and, reaching slant-wise across the vast space, strikes glory from everything that passes.

It is an extravagant, spectacular show, paying daily tribute to the genius of the building's architect, who must surely have laid his plan in October. And it is apparent, as the travelers, office workers, commuters and trainmen pause momentarily for a second glance, that Indian Summer is a welcome visitor in the big city.

Beauty, it would seem, like gold and opportunity, is where you find it.

## PHONERS' BONERS



There once was a fellow named Larkin  
Who just couldn't talk without barkin',  
But he woke one sad day  
With no job and no pay—  
And a very sore throat in the bargain.

NOW Mr. Larkin is strictly a figment of our imagination, and as far as we know, no one on The Milwaukee Road has ever been fired for coming on the job with "Larkin-gitis." We are sorry to say, however, that there are people on the railroad who can be distinguished from Mr. Larkin by name only. Consider how much happier those people (and everybody else) would be if they'd quit behaving like part of a dog act.

So, if *you* are in the bad habit of barking into the telephone, we have a suggestion:

Just don't do it!

## Milwaukee Moves Sprayers for Army

SIX Milwaukee Road freight cars bearing huge placards like the one in the picture below left the private siding of the H. D. Hudson Manufacturing Company at Hastings, Minn., some weeks back, bound for outposts in other parts of the world. The shipment contained 25,000 compression sprayers manufactured to the specifications of the U. S. Army Corps of Engineers.

These sprayers have a capacity of 3½ gallons of solution and are used

for spraying insecticides to control disease-carrying and crop-destroying insects and pests. When used with fungicides they are an aid to protecting many types of plant life and crops from fungus. They can also be used for applying whitewash and other sprayable solutions.

The Hudson Manufacturing Company filled the Army order in only 20 days, at the same time it was turning out many other types of sprayers for its regular trade channels.



Samples of the compression sprayers on display before one of the Milwaukee Road freight cars which carried the shipment. Left to right: Charles W. Moore, Milwaukee Road agent at Hastings, Minn.; Wallace Erickson, Hudson factory employee; Jay M. Keating, Hudson office staff; G. L. Russell, Chicago sales and assistant to the president of the Hudson Manufacturing Company; John E. Oys, vice president of the Hudson Company; and E. M. Thiel, production manager.

## Notre Dame Squad Rides Hiawatha

ONE of the most highly publicized football movements on The Milwaukee Road this fall was that of the Notre Dame football team, which left Chicago on Sept. 28 for Seattle aboard the Olympian Hiawatha. The team reached Seattle on the morning of the 30th, defeated the University of Washington by a score of 27 - 7 on the following day and re-boarded the Olympian Hiawatha that same afternoon, the train being held for the return trip to Chicago.

The welcome passengers from South Bend numbered approximately 61, including 40 players plus a full crew of coaches, managers, trainers

and writers. Three days earlier, on Sept. 25, a special train carrying 198 Notre Dame fans left Chicago as the "Westward Ho! Tour", traveling as far as St. Paul on The Milwaukee Road, and moving on to the West Coast through Canada.

The team movement was handled by adding an extra dining car, cafe-parlor car and three extra Pullman cars to the regular consist of the Olympian Hiawatha. Special menus featured, in addition to husky meals, pictures of Frank Leahy, head football coach, and Co-Captains Jim Martin and Leon Hart.

The train also carried a business



Accompanying the Notre Dame team in the business car "Wisconsin" were, left to right: J. P. Kiley, vice president—operations; Rev. Theodore M. Hesburgh, executive vice president of the university; and Hon. Roger J. Kiley, justice of the Appellate Court, First District of Illinois.



A part of the group of 40 players pose alongside the Olympian Hiawatha before boarding it in Chicago. Front row, left to right: Walt Grothaus, center; Co-Captain Jim Martin, left tackle; Ed Hudak, right tackle; and Ray Espenan, right end. Standing, left to right: Fred Wallner, guard; Bill Wightkin, right end; Steve Oracko, guard; Doug Waybright, right end; Gus Cifelli, tackle; Jim Hamby, center; Jerry Groom, center; Bob Williams, quarterback; Frank Spaniel, left halfback; and Jack Landry, fullback.

car, on which Vice President J. P. Kiley was host to Rev. Theodore M. Hesburgh, C.S.C., S.T.D., executive vice president of Notre Dame University, and Mr. Kiley's brother, Hon. Roger J. Kiley, justice of the Appellate Court, First District of Illinois. Judge Kiley was a star end on the Notre Dame football team in 1919, '20, '21, and was rated as an All-American during his last two years at the university.

## L. G. Weiffenbach Retires

LOUIS G. WEIFFENBACH, assistant secretary and assistant treasurer in the fiscal office of the company at 52 Wall Street, New York, retired Aug. 31, after 43 years of service, all of which was confined to that office.

Mr. Weiffenbach, who was born in New York City, entered the service of the Milwaukee Road in 1906. He advanced through various positions, having held that of assistant secretary and assistant treasurer since 1928.

The span of his service embraces an important period in the history of The Milwaukee Road. He can look back to the time when the names of Miller, Earling, Rockefeller and Harkness loomed large in the affairs of the Road. In those days, in fact up to the time the company was reorganized in 1945, the board of directors met in the New York office.

Faithful, conscientious and competent, Mr. Weiffenbach may well take pride in having served The Milwaukee Road so long and so well. His friends and associates wish him health and happiness in the years that lie ahead.

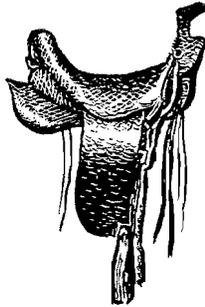
## Polio Victim Praises Hiawatha Crew

CONSIDERATION for the comfort of a polio victim who rode the Morning Hiawatha between Chicago and Milwaukee on Sept. 3, won commendations for the services of Conductor Russell Joerg, brakeman Henry Martini and flagman Sam Smith. The passenger was Miss Charlotte Tietelbaum, 22, of Whitefish Bay who was stricken with polio while visiting in New York City.

With the cooperation of railroad officials, Miss Tietelbaum made the entire trip from New York on a stretcher. At the Chicago Union Station an ambulance crew took charge of transferring her from the Pennsylvania to The Milwaukee Road and the Morning Hiawatha was held for 15 minutes while the stretcher was loaded through a window of the drawing room. Joerg, Martini and Smith were cited specifically for expediting the arrangements.

# THE RAILROAD TAKES OVER THE TRAIL DRIVE

by Don Rue  
Freight Service Inspector  
Harlowton, Mont.



**T**HE trail drives in the days of the old Chisholm Trail made for spine-tingling western stories, but to the ranchers who could get their cattle to market no other way, it meant months—even years—of peril and hardship. Many of the cattle and even some of the enterprising cowboys didn't finish the drive they started.

It's all different today. The "Iron Horse" has usurped the place of the cow horse, and the trail drive of today is begun and finished in a matter of a few days, thanks to a helping hand from the railroads.

We have all watched long stock trains wind their serpentine lengths across the landscape, but how many of us have stopped to wonder where the trains came from, or how it all began?

Taking a single instance and starting at the beginning, we find that Oswald Strand and Sons, one of our big livestock shippers, announced their intention on Aug. 30 of shipping a train of 34 cars of cattle to Manly,

Ia., from Pownal, Mont. With clock-like precision, 34 single-deck stock cars were cleaned, bedded with sand, and moved to the loading point.

Whooping and shouting, a bunch of cowboys on some mighty fine horses drove the wild-eyed steers from their freedom on the range to the Milwaukee's loading pens. Once in the pens, and that only after numerous breaks for the open, the cattle were sorted, counted, brands were inspected, and they were grouped into proper numbers for loading.

The loading moved along rapidly. Heinie Goldbrand, an efficient conductor, spotted cars with dispatch, and had the train ready to move as soon as loading was completed.

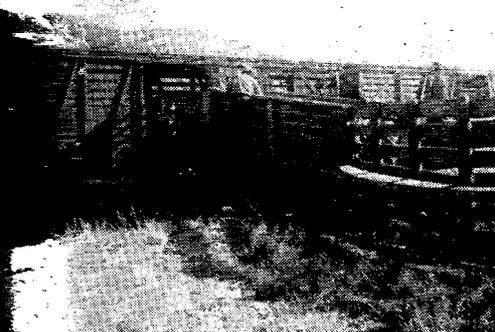
From Pownal the train moved through to Aberdeen, S. D., in less than 36 hours. At Aberdeen the stock was unloaded for a five-hour feed and rest period. The Milwaukee Road's facilities at that point are comparable to any in the United States, and livestock shippers swear by Mark Rasdall, livestock foreman, and the



The old-time chuck wagon has been replaced by a truck, but the "chuck" is still of the best. Second from left is P. E. Devlin, Jr., assistant superintendent of the Rocky Mountain Division.

conscientious attention he gives to their cattle. This is the kind of service that has made friends of our rancher neighbors in the range country and made it possible for them to market their stock with a very minimum of shrinkage and other losses.

Next time you see a long train of livestock pass by, you can look at it with pride. It indeed represents a magnificent transportation achievement.



Through the chute and into the Milwaukee Road cars go tomorrow's beefsteak.



The cow ponies take a well-earned rest as they watch the "Iron Horse" take over.



Cowhands crowd the cattle into the Milwaukee Road pens at Pownal.



# How are we doing?

	AUGUST		EIGHT MONTHS	
	1949	1948	1949	1948
<b>RECEIVED FROM CUSTOMERS</b> for hauling freight, passengers, mail, etc....	\$23,583,747	\$24,267,056	\$159,412,529	\$164,850,499
<b>PAID OUT IN WAGES</b>	10,774,822	10,934,693	82,519,533	82,557,954
PER DOLLAR RECEIVED (CENTS).....	(45.7)	(45.1)	(51.8)	(50.1)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance .....	632,179	680,058	5,063,479	5,005,155
PER DOLLAR RECEIVED (CENTS).....	(2.7)	(2.8)	(3.2)	(3.0)
<b>ALL OTHER PAYMENTS</b> for operating expenses, taxes, rents and interest .....	9,890,035	10,542,543	71,278,320	73,673,249
PER DOLLAR RECEIVED (CENTS).....	(41.9)	(43.4)	(44.7)	(44.7)
<b>NET INCOME</b> .....	2,286,711	2,109,762	551,197	3,614,141

## Railroad Hour Opens NBC "Night of Music"

**I**N ITS second year on the air waves, The Railroad Hour, popular radio program sponsored by the Association of American Railroads, becomes a headliner on the National Broadcasting Company's "Night of Music".

Some 20 years ago the NBC set aside Monday night for the listening public which enjoys fine music in the American tradition. When The Railroad Hour joined the network on Oct. 3 it became a part of this affiliated program and the opening strains of its theme song signal the start of two full hours of unbroken musical entertainment.

The weekly program will continue to star Gordon MacRae, singing host, and top flight personalities of the stage, screen and radio in 30-minute adaptations of famous operettas and musical shows. Carmen Dragon's orchestra and a mixed chorus under the direction of Norman Luboff will supply the accompaniment, as they did last year.

Immediately following The Railroad



Lovely Lucille Norman relaxes at a rehearsal of "The Railroad Hour," which has been heard on the NBC network since Oct. 3.

Hour, the "Night of Music" continues with the Voice of Firestone program, featuring Christopher Lynch, Eleanor Steber and Howard Barlow's orchestra. Next on the series is the Telephone Hour, which stars great concert artists, and bringing the series to a close is the stirring martial music of the Cities Service Band of America.

The Railroad Hour, introducing this solid two-hour program, is heard in the Eastern and Central time zones at 8 and 7 o'clock, respectively. In the Mountain and Pacific zones the time changes to 9:30 and 8:30 P.M., respectively.

Two men sitting in the window of their club watching the common people pass saw a man walk by with five children deploying around him.

"I wonder," said one, "which is happier—a man with five children or a man with a million dollars."

"The man with the million dollars," said the other.

"Why do you think that?"

"It's simple," said the first. "The man with a million dollars always wants more."



Correct in silk topper and formal riding togs, Margaret holds Harbor Light for a close-up.

## HORSES ARE HER HOBBY

by Mrs. Pearl Freund

Correspondent, Fowler Street Station,  
Milwaukee, Wis.

**T**O BECOME a proficient equestrienne requires countless hours of diligent practice and training, but Miss Margaret Hagberg of the local freight office at Milwaukee, Wis., has mastered both of these accomplishments without too much difficulty. Margaret's love for riding dates back to her childhood when she was much too small to even mount a horse and she planned to make horses her hobby. The acquisition of Harbor Light, the fine mount she now owns and exhibits, is the realization of a great ambition.

The showing made by Harbor Light in the ring during the past season is indicative of what good training can do for a good horse. At the Hooper Show in Madison, Wis., in April he was judged fifth in the Fine Harness class, and at the Milwaukee Spring Show in June he was third in Ladies' Fine Harness and fourth in Fine Harness. In July he placed fifth in Open Fine Harness at Janesville, Wis., second in Reserve Champion Ladies stake at Monroe, Wis., and first in

the Over Two stake at Evansville, Wis. In August, entered in a show at Wilmot, Wis., he was second in the Open Three Gaited class and third in the Over Two stake, and at the Wisconsin State Fair he was judged third in Wisconsin Owned and Amateur Ridden and fourth in the Over Two, Three Gaited class.

Harbor Light is boarded at a stable in Madison, Wis., where he gets a daily workout from a trainer. Margaret puts him through his paces on week ends. A typical workout consists of a four-mile trot, a one-mile, a park trot, or 30 minutes under saddle, in which he is put through a walk, trot and canter. This is followed by a brisk rubdown and a walk with a groom. Then, to let him know he has done a good day's work—that is, remembered his previous lessons—he is given a bowl of chopped carrots, and for that "treat instead of a treatment," an Old Gold cigarette.

Probably there are many of us who like to ride but can derive some benefit from the advice of an authority on horse "know how." For our information Margaret has set up the following instructions for mounting and for posture in the saddle:

1. To mount, take up the reins in the left hand, place it on the withers and face the rear of the horse. Grasp the stirrup leather in the right hand and insert the left foot in the stirrup and mount.

2. Place yourself comfortably in the saddle and find the center of gravity by sitting with a slight bend at the knees, but without the use of the irons or a fast grip by either thigh or knee. Sit erect and relaxed and perfectly balanced while the horse is standing or walking.

3. Drop legs to full extended length and adjust irons. The proper length when hanging loose is just be-

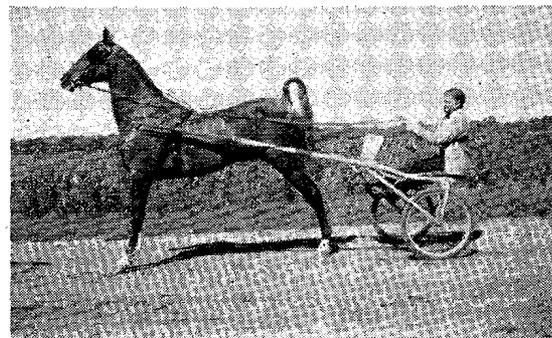


What the judges see when Margaret and her prized mount are in the show ring.

low the rider's ankle bone for riding classes and just above the ankle bone for jumping.

4. Add to your grip by thrusting the point of the knee directly toward the point of the horse's shoulder and rolling your inner, upper leg as close to the saddle as possible.

5. For regular riding place the ball of the foot (not the toe) in the iron; for jumping, the instep. Both the knee and ankle joints act as shock absorbers for the weight of the body—neither the knee or ankle alone can accomplish the work of the two together.



Margaret at the reins puts Harbor Light through a workout with a jog cart.

If you have followed these instructions through, your position in the saddle should be relaxed, perfectly balanced and secure. And now, says Margaret, "ride on."

### Your Job

Wherever you're working, in office or shop,  
And however far you may be from the top,  
Although you may think you are treading a mill,  
Don't ever belittle the job that you fill.  
For however little your job may appear,  
The work is important, just like the small gear  
That meshes with others in some big machine  
To help it keep going, but never is seen.  
They could do without you, we'll have to admit,  
But business keeps on 'though the big fellows quit.  
Your job is important—don't think it is not—  
So try hard to give it the best that you've got  
And don't ever think you're of little account—  
Remember, you're part of the total amount.  
If they didn't need you, you wouldn't be there,  
So always, my lad, keep your chin in the air.  
A digger of ditches, mechanic or clerk,  
Think well of your company, yourself, and your work.

—Author Unknown

# Presenting GRACE JOHNSON

Winner of  
Honorable Mention  
in Essay Contest

ANYONE who is interested in making the most of a full job and home program might get a new perspective by spending a day with Grace Johnson, author of the composition appearing on this page and the 13th to receive honorable mention in the "Why I Like to Work for the Milwaukee Road" essay contest last fall.

People of the railroad know this slim, dark-eyed young woman as the efficient secretary of C. E. Crippen, general superintendent of the Milwaukee Terminals, and as the reporter of Muskego Yard news for The Milwaukee Magazine. The way Grace tells it, her debut in the business world was influenced by a fixed aversion to a routine office job, stenography particularly. So she started out by doing promotional saleswork for the Curtis Publishing Company (that was how she met her husband), followed it with music sales and radio singing, and for several years was a receptionist and assistant in a doctor's office.

Although she looks back on those jobs only as stopgaps to her present work, they were interesting experiences nevertheless, particularly the two and a half years spent in the radio field. With another girl, she sang duets on a sustaining program at WISN, Milwaukee. "We weren't as good as the Andrews Sisters," she says, "nor at all like the Boswell Sisters, but the job was so much fun that



Grace Johnson

Honorable Mention

## *Why I Like to Work for the Milwaukee Road*

I like to work for The Milwaukee Road because I get a particular thrill out of seeing the C.M.St.P.&P. insignia on a sleek Hiawatha flashing through the country, and knowing that I am a part of an organization that can produce and operate such fine trains. I get a "kick" out of seeing that same insignia on one of our big freight Diesels making its way through industry in the city with a drag of cars, and the same thrill out of that insignia on one of our engines wending its way along on a way freight.

I like to work for The Milwaukee Road because my ambition, my initiative, my imagination, and my desire for progress have never been stifled. My incentive has grown through leaders it has been my privilege to know and work with. I have been given a splendid opportunity to enlarge my experience in the business world, my knowledge of many phases of railroad life, and have had the cooperation of fine fellow employes who cared how they answered the hundreds of questions I asked when I was new, and who gave a personal touch of friendliness to any contacts made, either by telephone or in person.

I have enjoyed working for The Milwaukee Road because to me there is a feeling of "belonging" . . . belonging to a great family that has in common the betterment of a public service. Whether it is through the channels of a routine task or direct contact with our patron public. There is no reason to believe negative statements heard to the effect that there is no more employe loyalty or enjoyment in a sense of responsibility which once prevailed. I have seen that to be in the minority here. We are a big family and, as in life, it is not always the happy members and the smoothness of that family life which are brought into the limelight; it is the isolated cases of trial and trouble which gain too much attention. Let everyone devote the same effort to advertising the good in our family.

I have had much occasion for daily contact with both officers and immediate supervisors on good days and bad and have found them to be friendly, fair, understanding, interesting people, "home folks" kind of people that America loves and needs more of, people with a working sense of humor.

I like to work for The Milwaukee Road for reasons too numerous to express in 500 words. I believe in selling my railroad to the public on every occasion that arises. Every person I meet in or away from my work is to me a potential Milwaukee Road passenger patron and I hope that in these meetings I am successful in bringing out our good points and interesting every person possible in becoming acquainted with us and learning to like us. I could not sincerely do this if I were not honestly proud to be associated with a railroad like The Milwaukee Road.

GRACE M. JOHNSON  
Union Depot Room 211  
Milwaukee, Wisconsin

it was a shame to take money for it."

When Grace came to the railroad—that was in June, 1943—it was at the insistence of her night school instructor (adult educational courses are one of Grace's extra curricular activities) who knew of a stenographic opening at Muskego Yard. Brushing up on her unused shorthand, Grace applied for it, and to her surprise she liked the previously-despised office work immediately. A nice comment on her fellow employes there is the fact that she credits her subsequent promotion to their en-

couragement and cooperation. She was appointed to her present position in the Milwaukee Union Station in October, 1944. It is a job which is tailor made for Grace's talents—her resourcefulness, quick wit and knack for making friends.

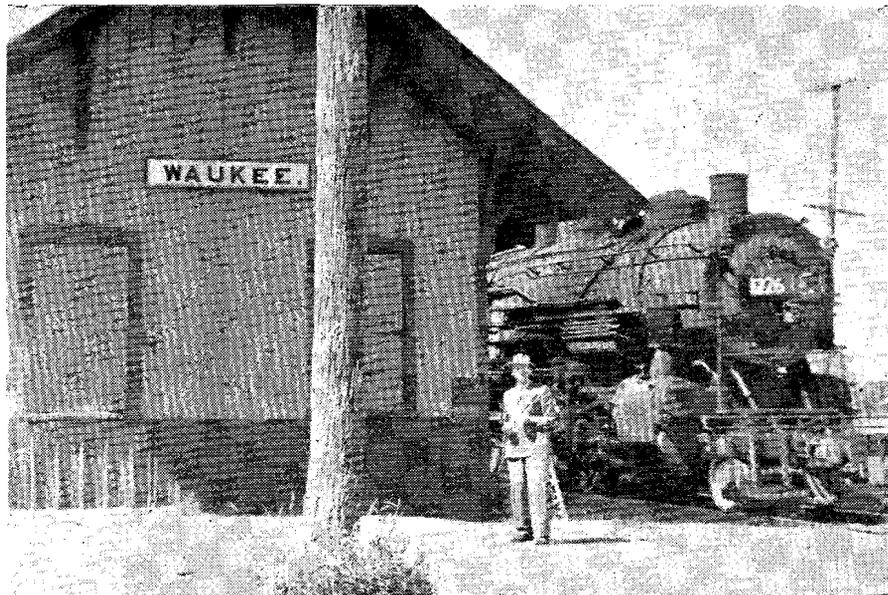
And now to roll back the curtain on a day in the life of our essay personality of the month. The setting thus disclosed is "a little place in the country" at Waukesha, 15 miles from Milwaukee—two acres of ground and a house which the Johnsons are remodeling at their leisure. Grace, an

early riser, is feeding chickens. There are about 100 of them, New Hampshire Reds and White Rocks. That finished, she takes the dogs, Jack and Queen, for a romp and then rides into the city.

The next eight hours find Grace in the familiar office surroundings, but at the end of the working day the action shifts back to the country as she and her husband do the evening chores and tend their garden. Afterward, Grace may busy herself with reconditioning one of the pieces of antique furniture with which she intends to gradually refurnish her home, or may invite the neighbors in for a song fest around the piano. On week ends she often entertains city friends who enjoy a taste of country life.

Recently the Johnsons discovered the square dancing group at Calhoun, two miles away. Or it may be the other way around, that the group discovered them. Anyway, often as not the tag end of the evening may be spent in some vigorous foot stomping and partner swinging at an old fashioned hoedown. And so ends a typical day.

All of this adds up to a rather crowded schedule, but Grace sails through it with natural ease. Probably this is due to a well developed sense of responsibility toward both her home and office jobs. "I firmly believe," she says, "that sincere effort, no matter how small or how big the task, will be recognized. It has yet to fail me. In business the value of an employe to his company has to be figured in loyalty and service. That's why I like the railroad system. I'm truly sorry now that I didn't start working for the railroad years ago."



Agent A. C. Jacobs is on hand as the last haul from the Shuler Coal Mine goes past the Waukee, Ia., station.

## Coal Mining Discontinued at Waukee, Iowa

**T**HE closing on May 27 of the Shuler Coal Mine at Waukee, Ia., where it was one of the major industries, has a personal interest for Milwaukee Road train and engine men who serviced the mine during the many years it was in operation. As a good citizen of Waukee and as Milwaukee Road agent there for the past 18 years, A. C. Jacobs has furnished the following facts about the operation of the mine and what it meant to the community's economic growth.

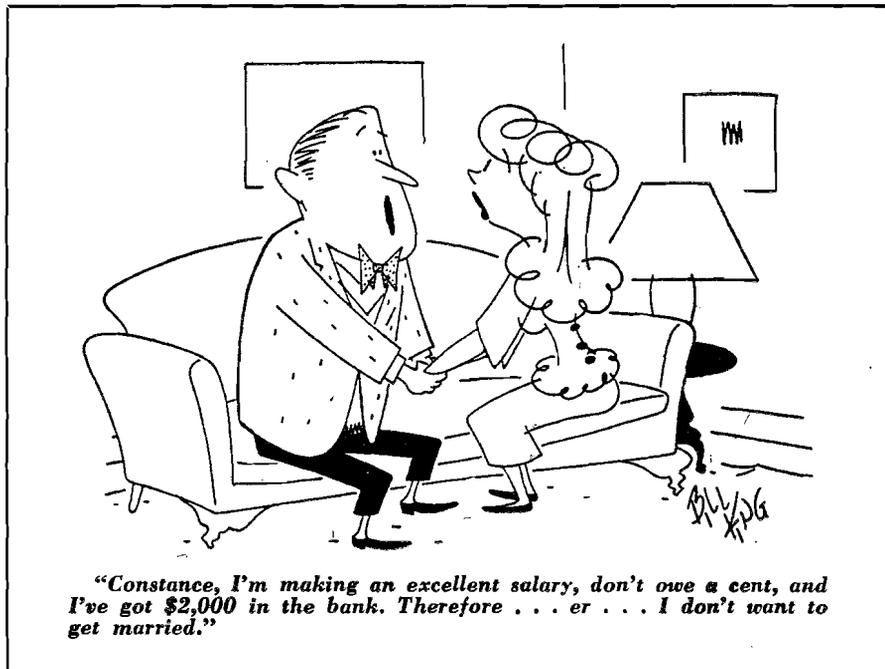
The Shuler mine was located about

two and a half miles from the Waukee station and was a holding of the Shuler Coal Company which has other mining interests in Illinois, Wyoming and Colorado. Continued flooding of the tracks and workings in the lower levels brought about the decision to close it. The revenue output in recent years was approximately 3,000 cars per year. Of this, the Milwaukee Road purchased about 900 cars, shipping them to main line stations for company use.

Agent Jacobs, a veteran of 47 years of Milwaukee Road service, recalls that on his first day at Waukee he billed out 54 cars of coal. "On this basis," he says, "I would estimate that I have billed enough cars to make a train which would reach to and encircle the Soviet Union, and possibly go around Booneville, Ia."

With another backward look at the boom days, he observes, "I doubt if many people realize what the production of the Shuler Coal Company meant to . . . Iowa and the neighboring states. That in the earlier years it furnished heat and comfort to homes all over the state, and in addition . . . shipped several thousand cars per year of what is known as steam and stoker coal to the large state industrial plants which brought light and power to small country homes as well as to the state institutions, hospitals and schools."

The Waukee station continues to enjoy a fine volume of business in grain, feed, lumber and oil.



# Retirements

The following employes' applications for retirement were recorded during AUGUST, 1949

**Chicago General Offices**  
 GALE, GEORGE W.  
 Stationery Buyer ..... Chicago, Ill.  
 LANE, BASSETT E.  
 Waiter ..... Chicago, Ill.  
 SEVERS, HUBERT L.  
 Asst. Supt. Bldg.—Fullerton Avenue  
 ..... Chicago, Ill.

**Chicago Terminals**  
 BENSON, BERNDT  
 Carpenter Helper ..... Chicago, Ill.  
 HEDGES, IRA T.  
 Switchman ..... Chicago, Ill.  
 PALUCHNIAK, MICHAEL J.  
 Frt. Handler ..... Chicago, Ill.  
 SELVIG, ANDREW J.  
 Switchman ..... Bensenville, Ill.  
 STEWART, JAY G.  
 Machinist ..... Chicago, Ill.  
 STOCKWELL, HARRY S.  
 Asst. Genl. Yardmaster.. Bensenville, Ill.  
 WHITE, SAM  
 Ex. Gang Laborer ..... Chicago, Ill.

**Coast Division**  
 AARBAK, ANDREW J.

Checker ..... Seattle, Wash.  
 ANGELOS, SAM G.  
 Section Laborer ..... Joyce, Wash.  
 BROWN, CHARLES  
 Loco. Engineer ..... Tacoma, Wash.  
 FINNEGAN, JAMES  
 Section Laborer ..... Tacoma, Wash.  
 FLANNERY, JAMES  
 Ex. Gang Laborer ..... Tacoma, Wash.  
 GRIFFIN, MICHAEL E.  
 B&B Carpenter ..... Tacoma, Wash.  
 STEIN, HANS P.  
 Section Laborer ..... Tacoma, Wash.  
 STEVENSON, EDWARD  
 Section Laborer ..... Tekoa, Wash.

**Dubuque & Illinois Division**  
 COLLINS, FRANCIS A.  
 Brakeman ..... La Crosse, Wis.  
 FRONK, HARRY K.  
 Conductor ..... Bensenville, Ill.  
 KALASMIKI, JOHN J.  
 Section Laborer ..... Genoa, Ill.  
 ROBERTS, BERT E.  
 Rail Sorter ..... Savanna, Ill.  
 THOMAS, LOUIS H.  
 Loco. Engineer ..... Savanna, Ill.

**Hastings & Dakota Division**  
 GUSE, WILLIAM  
 Section Laborer ..... Ortonville, Minn.  
 HILDEN, JOHN A.  
 B&B Carpenter ..... Glenham, S. D.  
 OSMEK, FRANK A.  
 Agent & Tel. .... Biscay, Minn.  
 PUGH, HERBERT L.  
 Conductor ..... Glencoe, Minn.  
 SOIKE, ALBERT C.  
 Switchman ..... Aberdeen, S. D.

**Idaho Division**  
 HANSEN, CARL O.  
 Ex. Gang Laborer ..... Spokane, Wash.  
 HASSIG, WALTER H.  
 Laborer ..... Avery, Idaho  
 MURATA, GEORGE S.  
 Ex. Gang Foreman ..... Adair, Idaho  
 RADIGAN, WALTER M.  
 Ex. Gang Laborer ..... Spokane, Wash.  
 SHORTES, ALEXANDER H.  
 Loco. Engineer ..... Spokane, Wash.  
 SULLIVAN, LAURENCE  
 Machinist ..... Othello, Wash.

**Iowa Division**  
 AINLEY, EDWIN C.  
 Train Baggage-man ..... Marion, Iowa  
 DRAGOO, JAMES E.  
 Section Laborer ..... Paralta, Iowa  
 MALIS, JOHN  
 Ex. Gang Laborer ..... Marion, Iowa  
 NUNN, LLOYD B.  
 Loco. Engineer ..... Marion, Iowa  
 ROGERS, EARL R.  
 Ex. Gang Laborer ..... Sabula, Iowa  
 TUEL, FLOYD E.  
 Section Laborer ..... Coon Rapids, Iowa

**Iowa & Dakota Division**  
 CAPWELL, NORMAN E.  
 City Frt. Agent ..... Sioux City, Iowa  
 LOEFFELHOLZ, JOHN G.  
 Section Laborer ..... Vivian, S. D.

**Iowa & Southern Minnesota Division**  
 HOLSTON, CHARLES W.  
 Machinist ..... Austin, Minn.  
 LARKOSKI, JOSEPH A.  
 Roadmaster ..... Austin, Minn.  
 MERRILL, GEORGE M.  
 Machinist Helper ..... Austin, Minn.  
 RIEDEL, MAX C.  
 Machinist ..... Austin, Minn.

**Kansas City Division**  
 HALL, WADE L.  
 Section Laborer ..... Parnell, Iowa  
 JACOBS, WILLIAM T.  
 Section Laborer ..... Kansas City, Mo.  
 SUMMERS, LEO A.  
 Agent-Opr. .... Ardon, Iowa  
 WISEHAUPT, JOHN M.  
 Loco. Engineer ..... Ottumwa, Iowa

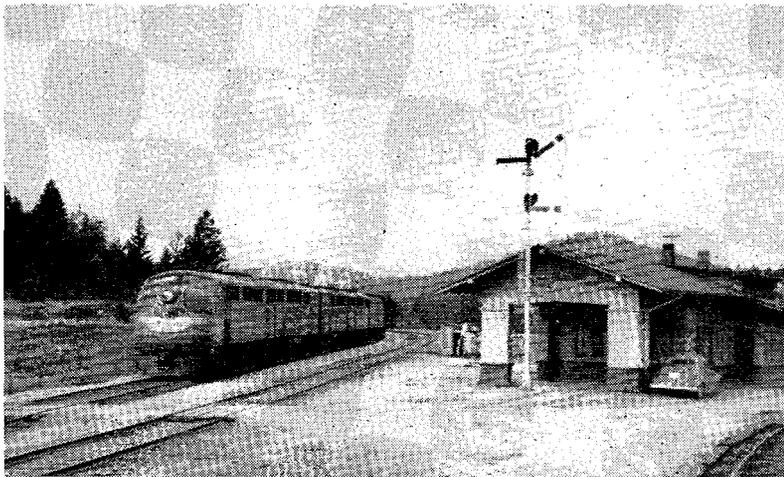
**La Crosse & River Division**  
 BISHOFF, HERMAN  
 Section Laborer ..... Dakota, Minn.  
 DESCHNEAU, ISRAEL P.  
 Agent ..... Red Wing, Minn.  
 GROTHMAN, GUSTAVE M.  
 Loco. Engineer ..... Portage, Wis.  
 KOLKIND, ANTON E.  
 Section Laborer ..... Menomonie, Wis.  
 MILLER, RAY GEORGE  
 Section Laborer ..... Kellogg, Minn.  
 MILLER, THOMAS J.  
 Section Laborer ..... Hastings, Minn.  
 VESLOSKE, JOSEPH P.  
 Mach. Helper ..... Wausau, Wis.

**Madison Division**  
 FERRIS, ALBERT E.  
 Switchman ..... Madison, Wis.  
 GENTHE, WILLIAM F.  
 Engine Switchman ..... Platteville, Wis.

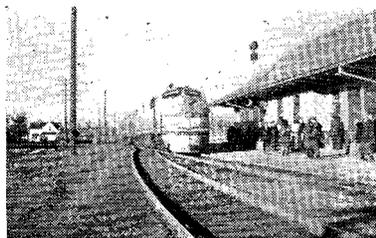
**Milwaukee Terminals**  
 JALOS, HENRY  
 Ex. Gang Laborer ..... Beloit, Wis.  
 McCARTY, DENNIS G.  
 Conductor ..... Milwaukee, Wis.  
 PRESTON, BENJAMIN  
 Brakeman ..... Milwaukee, Wis.  
 SMITH, FRANK M.  
 Loco. Engineer ..... Ladd, Ill.  
 WESSEL, WILLIAM A.  
 Section Foreman ..... Brandon, Wis.

**Milwaukee Terminals**  
 DAVIS, CHARLES J.  
 Switchman ..... Milwaukee, Wis.  
 JANIC, ANTON  
 Mach. Helper ..... Milwaukee, Wis.  
 JOHNSON, ALVIN A.  
 Switchman ..... Milwaukee, Wis.  
 KAISER, LEONARD J.  
 Carman ..... Milwaukee, Wis.  
 KOVALASKI, EMIL J.  
 Blacksmith Helper ..... Milwaukee, Wis.  
 NELSON, NELS C.  
 Boiler-maker ..... Milwaukee, Wis.  
 OPAISER, EMIL W.  
 Inspector ..... Milwaukee, Wis.

## How Well Do You Know Your Railroad?



“DOWN by the station, early in the morning . . .”  
 Where does the track at the right go, and those at the left? Identify the train.  
 How well do you know your railroad?  
 Where was the picture taken?



The September issue's "mystery" picture, showing the Midwest Hiawatha arriving on the south side of the station at Canton, S.D. (Photo by Marvin Schindler of Mitchell, S.D.)

The Magazine is still interested in pictures for "How Well Do You Know Your Railroad?" If possible, snapshots should be enlarged slightly to improve detail.

—Editor

(Continued on page 42)

## Excelsior Park Outing Opens J. H. Foster Season

THE J. H. Foster Service Club of Minneapolis opened its fall activity program on Sept. 10 with an outing at the Excelsior Amusement Park on the shores of Lake Minnetonka. It was a fine day and some 500 Milwaukee Road people and members of their families took in the rides, fun house, miniature railroad and other amusements for which the park is famous. Many brought picnic baskets and spread their lunches in the open air pavilion which had been reserved for the Milwaukee gang.

A two and a half hour radio broadcast was the main entertainment attraction. The bill, heard from the pavilion, consisted of Clellan Card and the Schmidt's City Club, Cedric Adams' "Stairway to Stardom" with Walter O'Keefe of movie fame as guest, Bob DeHaven with the "Red River Valley Gang", Cedric Adams and the "Phillips 66" program, and Bob DeHaven and the "Murphy Barn Dance." The bill played to a capacity crowd.

After the broadcast the scene of the fun shifted to the large ballroom where dancing could be enjoyed to the strains of Bud Strawn's band music.

The outing committee, of which Norris Groth was chairman, was congratulated on its success and thank yous were also extended to Rudy Shogren and Fred Clapp of the Excelsior Park company for their cooperation and for special favors shown to the club.

## A Bell for the Boys



Richard Novak, 8, accepts the locomotive bell on behalf of the Milwaukee Boys' Club. From left: C. E. Crippen, general superintendent Milwaukee terminals, Irving J. Seher executive director of the club, and M. M. Wolverton, assistant general freight agent Milwaukee.

FROM now on, the youngsters who are privileged to spend a vacation at Camp Whitcomb, the summer encampment of the Milwaukee Boys' Club, will have no excuse for being late to meals—the clarion peal of a real locomotive bell will announce that "Soup's on".

The Milwaukee Boys' Club, which

has headquarters at 1023 N. Jackson Street, Milwaukee, is a philanthropic organization for the city's underprivileged youngsters. It is financed principally by an allotment from the Milwaukee Community Chest, but organizations such as Rotary, Kiwanis, churches and the like, make substantial contributions to its support. The summer camp is located at Lake Keesus in Waukesha County.

The presentation of the locomotive bell dinner gong took place in the Milwaukee Union Station on Sept. 2, with C. E. Crippen, general superintendent of the Milwaukee terminals, acting for the railroad. Irving J. Seher, executive director of the Milwaukee Boys' Club, assured the donor committee that the bell will be used to good advantage and extended an invitation to visit the camp and see it in action.

### THE VET AND THE MAG

THE masthead of The Milwaukee Magazine underwent a slight revision last month, in the interest of brevity, and in its shortened form stated merely that it was published for "the employes of The Milwaukee Road, to whom it is distributed free of charge".

What we didn't bother to state was that in the eyes of The Milwaukee Road, retired employes are still employes. They just don't come to work in the morning. But, judging by the many letters received in The Milwaukee Magazine office, they are among the railroad's most faithful boosters and definitely on the inside of the big family circle.

It seems, though, that our masthead alteration caused some concern in Tucson, Ariz. F. G. Barr, a retired man living in that city, noted the masthead change and wrote us about it. He quoted the old wording, then he quoted the new, and added:

"That being the case, I am mailing you one dollar for one year's subscription. That's how much I think of the Magazine. I have read it for so many years I would feel out of the world without it coming every month".

Needless to say, his name stays on the mailing list. Furthermore, the masthead has again been changed.

And Mr. Barr got his dollar back.

—Editor

You don't have to be old and be-whiskered to win fame and fortune as an inventor. Two years after graduation from Yale University Eli Whitney, on a trip through the South, was asked by his wife: "Why don't you invent a machine to separate the seed from the cotton?" He did—in just two weeks. Southerners called his device the "gin", short for engine. It did the work of 50 slaves and has had a tremendous impact on today's textile industry.

—National Patent Council

## World's Calmest Men

EVERY time I go into a railroad station I marvel at the sublime poise of the men behind the ticket windows.

I have been pushed around, stalled, insulted, sneered at and held in indifference or contempt by representatives of almost every trade and profession that gets my money, but never by a railroad ticket seller.

Some of the treatment I've received from others who are paid out of my income I may have had coming. I probably have stretched the patience of the railroad ticket guys plenty, but they've never let me know it.

My experience with railroad ticket sellers has covered about 40 years. Even during the war when the almost universal policy of salespeople was "The customer is a nuisance" and even in New York where the American code of good manners in



public has virtually vanished, the railroad ticket sellers' performance has been consistently polite, competent and helpful.

I simply cannot understand why these fellows should be so far ahead of most of the rest of the country as gentlemen in business.

With patience that makes Job's reputation look third rate, the gentlemen at the ticket windows take care of the confused and weary. Some worried mother, surrounded by kids, baggage and trouble and with little experience in travel or the English language, comes up to the window to buy tickets to Auk Roost, Idaho, with stopovers at Ypsilanti, Mich., Keokuk, Ia., and Nothing, Okla.

The man at the window has to look up more dope than the editors of the Encyclopedia Britannica, figure out equations that would drive atomic scientists daffy, then write out a ticket two-thirds the length of the trip by rail.

The mother is frightened and embarrassed by the irritated mutterings of others waiting to buy tickets. The kids are running wild around the station or springing leaks in their lingerie, and all is storm and confusion except with the man behind the window.

I wish I knew his secret of keeping calm.

—Herb Graffis in the *Chicago Sun Times*

## The Milwaukee Railroad Women's Club

### OVER THE TOP IN MEMBERSHIP

#### MEMBERSHIP HONOR ROLL — YEAR 1949

The General Governing Board announces the following membership as of June 30, 1949, the close of its 25th year, an increase over membership on December 31, 1948, as follows:

	Voting	Contributing	Total
Membership June 30, 1949.....	7,908	12,845	20,753
Membership Dec. 31, 1948.....	7,817	12,440	20,257
Increase over Dec. 31, 1948.....	91	405	496

The chapters shown below have gone "Over the Top":

Chapter	Voting		Contributing		Total	
	June 30	Increase	June 30	Increase	June 30	Increase
Aberdeen, S. D.....	514	13	709	28	1,223	15
Alberton, Mont.....	72	11	79	3	151	14
Austin, Minn.....	104	1	135	2	239	3
Avery, Idaho.....	52	7	91	21	143	28
Beloit, Wis.....	94	4	119	1	213	5
Bensenville, Ill.....	84	8	200	26	284	34
Black Hills.....	105	1	135	1	240	2
Butte, Mont.....	57	1	75	13	132	14
Channing, Mich.....	89	5	68	3	157	8
Chgo. Fullerton Ave.....	526	60	805	124	1,331	184
Chgo. Union Station.....	274	7	905	5	1,179	2
Council Bluffs, Ia.....	72	7	134	21	206	28
Davenport, Ia.....	74	3	176	7	250	10
Deer Lodge, Mont.....	102	21	162	11	264	32
Des Moines, Ia.....	81	19	109	24	190	43
Great Falls, Mont.....	31	3	70	5	101	8
Green Bay, Wis.....	167	2	289	16	456	18
Harlowton, Mont.....	109	3	71	4	180	7
Iron Mountain, Mich.....	61	2	78	2	139	4
Janesville, Wis.....	191	4	251	1	442	5
La Crosse, Wis.....	130	1	247	68	377	69
Lewistown, Mont.....	90	8	137	0	227	8
Madison, S. D.....	75	1	85	2	160	3
Madison, Wis.....	140	2	147	2	287	4
Malden, Wash.....	68	1	74	2	142	3
Marion, Ia.....	127	3	179	28	306	31
Marmarth, N. D.....	40	3	42	2	82	5
Marquette, Ia.....	169	16	228	7	397	23
Mason City, Ia.....	201	2	244	2	445	4
Merrill, Wis.....	39	2	32	1	71	3
Milbank, S. D.....	75	4	127	5	202	9
Miles City, Mont.....	236	21	283	24	519	45
Milwaukee, Wis.....	336	8	1,121	161	1,457	169
New Lisbon, Wis.....	84	2	74	7	158	9
Othello, Wash.....	56	7	133	17	189	24
Ottumwa, Ia.....	290	57	452	64	742	121
Portage, Wis.....	102	9	163	39	265	48
St. Maries, Idaho.....	26	5	30	18	56	23
St. Paul, Minn.....	109	1	310	1	419	2
Sanborn, Ia.....	80	10	89	5	169	15
Savanna, Ill.....	198	2	280	2	478	4
Seattle, Wash.....	154	22	209	9	363	31
Sioux City, Ia.....	317	9	474	7	791	16
Sioux Falls, S. D.....	102	6	159	11	261	17
Sparta, Wis.....	43	5	45	1	88	6
Spencer, Ia.....	57	2	78	5	135	7
Spokane, Wash.....	76	1	107	19	183	20
Tacoma, Wash.....	115	20	343	84	458	64
Terre Haute, Ind.....	196	5	209	18	405	23
Three Forks, Mont.....	62	3	57	2	119	5
Tomah, Wis.....	237	19	249	11	486	30
Wausau, Wis.....	67	6	77	14	144	20
West Clinton, Ind.....	143	21	280	4	423	17
Wisconsin Rapids, Wis.....	32	6	29	6	61	12

High in total membership, Milwaukee Chapter — in voting membership, Chicago Fullerton Avenue Chapter.

ETTA N. LINDSKOG, Secretary General.



# Home Department.

## Make Mine Chocolate

IT'S NOT likely that he's going to up and do it, but let's suppose the inquiring reporter of your local paper should stop people on the street and ask, "My dear sir or madam. Your favorite cake—would you mind telling me what it is?" The chances are good that three out of five would answer, "Oh, any kind, just as long as it's chocolate."

The Milwaukee Magazine did its own snooping into this subject and with a most satisfactory result—Mrs. George W. Loderhose of Park Ridge, Ill., who is president-general of the Milwaukee Road Women's Club, was exposed as a cake baker *par excellence*. The distinction dates from several years back when she walked off with a major prize in a contest sponsored by the manufacturers of a nationally used baking powder.

The contest, which was held in Chicago, presented a lot of first class competition and had three elimination judgments. It can be a feather in Mrs. Loderhose's cap that her cake went into the finals, placing eighth among the city's finest. The prize was a vacuum cleaner, plus a number of smaller home appliances won in the preliminary "bake-offs."

And what was this aristocrat of cakes? It was chocolate, of course—a three layer chocolate nut fudge with butter cream frosting!

Mrs. Loderhose's recipe calls for a lavish use of good ingredients, but you can't make a fine cake without putting good things into it. It's definitely a party cake, so try it the next time you want to make your friends sit up and take notice. Only don't plan on leftovers, because there just ain't going to be any. And now, here's how it's made:

### Chocolate Nut Cake

- ½ cup butter
- 2 cups sugar
- 4 eggs, well beaten
- 1 cup milk
- 2½ cups sifted flour
- 4 level teaspoons Calumet baking powder
- 3 (3½ if you like it rich) squares Baker's unsweetened chocolate, melted
- ¾ cup chopped walnuts
- 1 teaspoon vanilla

Cream butter and sugar, add well beaten eggs, and mix. Sift flour with baking powder and add to mixture alternately with milk. Add melted chocolate, nuts and vanilla. Bake in



For the place of honor on a birthday party menu Mrs. Loderhose decorates the cake with candles and fall flowers.

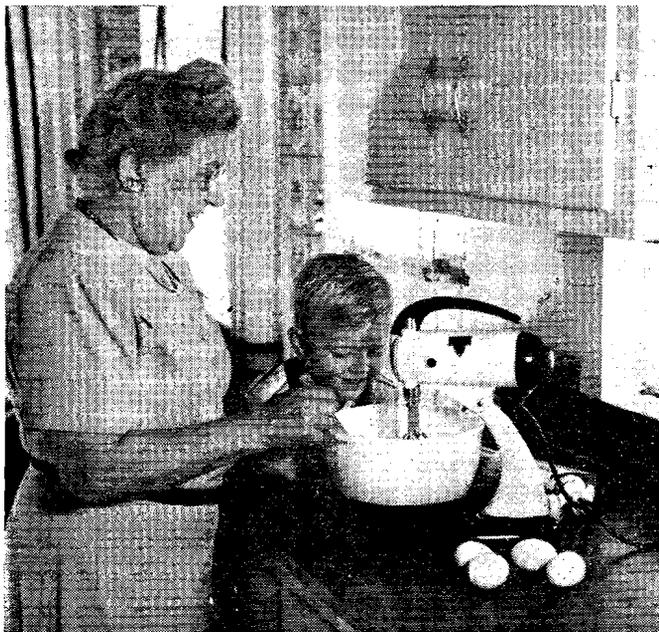
three 9-inch greased layer pans at 375° F. for 15-20 minutes.

### Butter Cream Frosting:

- ¼ lb. sweet butter, or regular butter washed in cold water.
- 1 lb. confectioner's sugar
- 2 whole eggs (unbeaten)
- 2 squares melted chocolate
- 1 teaspoon vanilla

Cream butter and sugar. Add eggs, chocolate and vanilla. Thin with cream if desired. Spread between layers and on top and sides.

This recipe makes a large amount of batter, so Mrs. Loderhose suggests spooning a little of it into a small pie tin to bake for a tea time tidbit. It also makes a nice snack to pacify the youngsters who can't wait until the party cake is cut.



If he keeps his finger out of the bowl he gets to lick the spoon. The kitchen helper here is Mrs. Loderhose's grandson, Robert David Bjork, 3, of Park Ridge, Ill.

Attention—Milwaukee Road homemakers! Perhaps you have worked out a new way to serve an old dish or have a special recipe treat which you might wish to share with other members of the railroad family. We can't offer you a vacuum cleaner for it, but if you want to pass it along just for fun, we'd like to hear from you.

—Editor.

## It's an Idea!

TO PATCH a cigarette burn in a slip cover, cut a small piece of material from a seam, fit the swatch into the trimmed hole, and then iron a piece of hot iron mending tape over the reverse side of the patched area. No stitches to show and no more hole to be seen!

TO PREVENT the yolks of hard-cooked eggs from acquiring a greenish tinge—plunge the eggs into cold water immediately upon removing them from the stove.

HOW to save yourself from stumbling and fumbling in the dark, as suggested by Good Housekeeping magazine—outline switch plates, door edges, keyholes, etc., with luminous decalcomania or paint. The darker the room, the more they glow.

"BATHTUB RING" can generally be avoided by sprinkling one to two tablespoons of one of the new synthetic detergents (popularly described as "soap substitutes") into the dry tub before running a bath. There will be a wealth of suds, but soap can be used, as usual. When the water runs out, the tub will drain clean.

NEXT time you want to clear soup of excess fat, try putting lettuce leaves in it—the fat adheres to the lettuce.

CONTRARY to the general notion, plant life is not injured by soapy water. In fact, according to the U. S. Department of Agriculture, soapsuds constitute a good soil dressing; and a bath in soapy water is likely to rid house plants of harmful insect pests.

BURNED food can be saved by uncovering the cooking pan and setting it in a large pan of water until the steam escapes. Discard the pieces of food that stick to the pan. The burned taste goes off with the steam.

ONE of the important contributions you can make to the long life of your watch is to wind it regularly in the morning rather than when you go to bed, as is the usual practice. This gives the watch its "reserve" strength when it requires it most—during the active day and not at night while its owner sleeps.

## Watch That Fire!

EVERY day there are 700 home fires in the United States, according to the National Fire Protection Association. This is grim testimony that many people don't know the simple rules for fire safety in their own homes. Most of the fires which occur in the fall and winter months can be avoided by taking these precautions:

Put hot ashes in metal cans only, never in paper or wooden containers, nor against wooden floors or partitions. Don't mix ashes and rubbish.

Keep the tops and ovens of stoves free from grease. Thaw frozen water pipes with hot water, not an open flame. Set clothes to dry a safe distance from stoves, heaters or fireplaces, and make sure that gas burners are a safe distance from

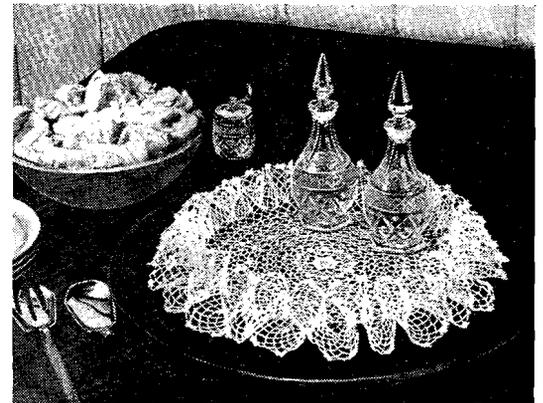
towel racks or curtains. Protect woodwork around or under gas burners. Have all gas stoves connected with solid piping. If leaking gas is noticed, call the gas company.

Remember that every stove or heater is a potential hazard unless properly controlled. Set stoves and heaters on substantial bases well away from walls. Place a sheet of metal under stoves on wooden floors. Keep smokepipe clean, securely supported, and at least a foot from woodwork or combustible material. Where smokepipes pass through a combustible partition use a ventilated thimble with a foot clearance around the pipe. If an oil burner is used, have the installation looked over by the fire department and have the equipment cleaned and overhauled annually.

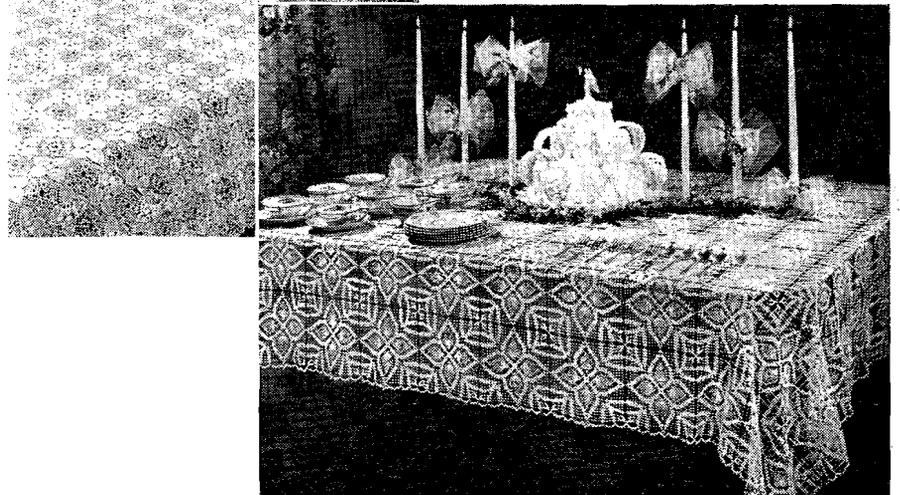
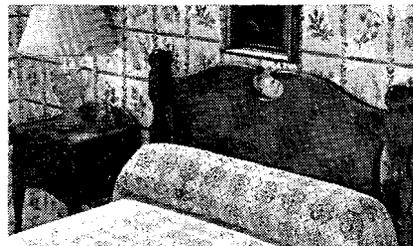
## Fall Crochet Fare

HANDY pickup work for fall crochet projects, an Irish lace doily, and motifs in the favorite pineapple pattern for a tablecloth and a bedspread.

Crisply elegant, the doily is designed for a buffet table or for a tray centerpiece. The tablecloth is crocheted in individual blocks about 6½ inches square which can be joined for a cloth of any desired size.



A pineapple set in a lacy square forms the bedspread motif, which may also be used for a tablecloth. Free directions for making a tablecloth. Free directions for these designs can be had from The Milwaukee Magazine, Room 356 Union Station, Chicago 6, Ill.



## Crocheting Leads Needlecraft Poll

THE crochet patterns featured in this issue of The Milwaukee Magazine were selected to please the readers who have shown their preference for this kind of needlework. The instruction leaflets, as usual, are available free of charge.

Of the various needlecraft patterns offered in the Magazine during the past year, crocheted household articles were the ranking favorites, with the pineapple design clearly in the lead as readers' choice. Judging by the requests for directions, many of our readers have made coordinated accessories for their homes in this pattern. The most popular was the pineapple crochet buffet set. Featured with a ruffled doily in the January issue, it brought more than 400 requests for instruction leaflets. To those who have been asking for more of the same combination we say, "Here you are, and we hope you like it."

## Cleaning Helps for Home Appliances

THE right kind of care will prolong the life of electrical home appliances and will also insure better service from them. To help in looking after two of the most frequently used appliances—the waffle iron and the roaster—home making specialists of the General Electric Consumers Institute have come up with the following instructions:

**WAFFLE IRONS:** The grids of waffle irons must be properly seasoned before they are used. To do this, wipe them with a damp cloth to remove dust. Then preheat the waffle iron for 8-10 minutes with the grids closed. Brush both grids with a small amount of unsalted cooking fat or salad oil and continue heating for 2-3 minutes longer with the grids closed. Remove excess grease with absorbent paper. To make sure that all the excess fat has been removed, insert one or two slices of bread between the grids and bake them.

After using the waffle iron, disconnect it and leave the grids open to cool. Although grids may become darkened, it is not necessary to scrub them unless they are badly burned. Simply wipe them while still warm with a dry cloth to remove surplus grease and crumbs. If scouring is necessary, the grids must be reseasoned before being used again.

**ROASTER:** The removable cooking well of the roaster may be washed or scoured like any other pan. If the roaster has been used without the removable well, let the roaster cool thoroughly before attempting to remove any burned-on material. Then use a blunt spatula to scrape off the spilled food. Place a cloth soaked in ordinary household ammonia over the soiled area and let stand for about an hour. If necessary, a mild abrasive may be used. Never immerse the roaster in water. The lid may be washed or scoured if necessary. The exterior should be wiped with a damp cloth



Cat cookies, cookies with raisin and nut faces, and a mystic 13 painted on the beverage mugs are the best part of the Hallowe'en fixin's.

**C**HILDREN consider Hallowe'en a celebration that takes no count of regular meal time. To your own hooded goblins' demands for "trick or treat" ring in a surprise with a trayful of tempting—and nourishing—cookies and a warm drink. Cookies with pumpkin faces, cat shaped cookies (you may have other ideas) will attract them. For Hallowe'en lure paint a black number 13 on their mugs or glasses. This is easily done with water color paint which washes off afterward. A hollowed-out pumpkin filled with autumn flowers and leaves is an appropriate and inexpensive centerpiece for this treat.

Use the following recipe for the cookies—the dough is excellent for cutting fancy figures because it holds its shape:

### Orange Fancies

½ cup shortening

¾ cup sugar  
1 egg  
½ cup ready-to-eat bran  
3 cups sifted flour  
3½ teaspoons baking powder  
¾ teaspoon salt  
½ cup orange juice  
1 teaspoon grated orange rind

Blend shortening and sugar thoroughly. Add egg and beat well. Add bran. Sift flour, baking powder and salt together; add to first mixture alternately with orange juice and rind. Chill. Roll out dough to about ¼ inch thickness, working with a small amount at a time and keeping remainder chilled. Cut with floured round or fancy cookie cutter. Bake on ungreased baking sheet in moderately hot oven (400° F.) 10 to 12 minutes. Yield, 4 dozen cookies, 2¼ inches in diameter.

*Decoration notes:* If you don't have a cat-shaped cutter, cut the shape of a cat out of heavy cardboard. Lay the cardboard on the dough and cut around it with a knife.

Raisins and chopped nuts are easily applied on the cookie dough to make Hallowe'en faces.

when cool; it should never be scoured with harsh abrasives.

If you have a broiler-griddle attachment for your roaster, take it apart when cleaning. First remove the aluminum baffle and handle; then remove the heating element by releasing the clamp at one end and sliding the two prongs out of the holes at the other end. Never immerse the heating element in water.

It's a pity that "good" has acquired a taint, so that nowadays it hints of smugness, whereas "bad" almost always suggests something romantic, dashing, bold. Really, good people, if you get to know them thoroughly, are so much more interesting than bad, and so much more valuable to have as friends and neighbors.

—James Hilton

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

**TRANS-MISSOURI DIVISION**

**East End**

*Dora H. Anderson, Correspondent*

Among our vacationists are Engineer Robert Scott, wife and daughter Lucille, and Miss Rose Blondo who motored to the west coast and into Canada, returning via Yellowstone Park and the Black Hills.

Conductor Roy Haux and family attended the Railroad Fair in Chicago. On their return they concluded their vacation by driving to the Black Hills. While visiting the zoo at the Game Lodge there Mrs. Haux had an unusual experience—a monkey reached over and pulled off her glasses, bending them badly and chewing off the plastic before they could be rescued by the caretaker.

Conductor Roy Hagen and family and Mr. Hagen's parents, Mr. and Mrs. Thomas Hagen, had their vacation to the Black Hills halted abruptly. They had gone as far as Selby when a car plunged into the back of their Studebaker, wrecking it badly. No one was injured, but the Hagens were badly shaken and returned home.

Mrs. J. J. Klein and son Bobby spent a vacation with Mrs. Klein's daughter in Big Bear, Calif., recently. Engineer J. J. Klein went on a fishing trip to Kenora, Can., and came back with the biggest fish story yet, having caught a 27-pound northern pike. He is having the head mounted.

Second Trick Car Clerk Larry Hourigan and Trucker John Baum and their families spent their vacation together, touring in Canada, Glacier National Park, Yellowstone Park and the Black Hills.

Among our vacationists and points visited: Ticket Agent Ted Johnson and wife to Winnipeg and Kenora, Can.; Cashier Roy Owens to the Twin Cities; Trucker Cecil McNealey and wife to Seattle and Bremer-ton, Wash.; Engineer Vern Fischer on the west coast.

The community was shocked to hear of the sudden death of Roy Van Dyne at Roseburg, Ore., from a heart seizure. Roy was a telegrapher at the Mobridge relay office for many years, also serving as agent at several stations on the north line. His wife Mary also held positions in the railway offices here.

Mrs. Hewitt Patten and her sister, Mrs. Leland Richey of Miles City, were recently called to Sheboygan, Wis., by the sudden death of their brother.

Homer F. Hamilton, railway mail clerk, passed away on Aug. 23, having been ill for two years. He leaves his wife and five children.

William F. Riecke, retired engineer, died suddenly on Aug. 2, following a heart seizure. The Rieckes moved to Mohridge in 1910 and he was employed as engineer until his retirement in October, 1945. He is survived by his wife, two sons, Walter of Bismarck, N. D., and Frank of Kirkland, Wash., and four grandchildren.

The polio outbreak has abated somewhat

here. Out of the 15 cases in Mobridge, only two were from railroad families, namely Louis Hawkins, seven-year-old son of Switchman Wayne Hawkins who was a patient at St. Luke's Hospital in Aberdeen for several weeks, and Paul Steinecker, nine years old, son of Conductor Walter Steinecker, who was also at St. Luke's Hospital for some time. Both boys have since returned to their homes here and are recovering nicely.

Agent F. C. Williams' hat does not fit him any more since the birth of a son, John Williams Anderson, to his daughter, Mrs. James R. Anderson, at the Lowe Hospital on July 16. Mrs. Williams accompanied Mrs. Anderson and the new grandchild when they left for their home in New York City on Sept. 6.

Mrs. Margaret Bambery Howard and Mrs. Maurice Bambery of Sacramento, Calif., stopped off here recently on their return from a trip east. Mr. Bambery was employed here as roadmaster and Mrs. Bambery worked as cashier in the freight office in the early days, both leaving Mobridge in 1921. While here they were house guests of Mr. and Mrs. John Feeney and Mrs. Dora Anderson.

Congratulations to James Nilsen on his marriage, July 9, to Miss Lorraine Sparks, daughter of Engineer E. H. Sparks.

Mary Doris Grange, daughter of Conductor Ross Grange, was married to William Richardson at Missoula, Mont., on July 9. Mr. Richardson is manager of the Mobridge Commission Company.

Trainmaster J. O. Willard and family are

moving from our midst, having been transferred to Austin, Minn. They had been with us for five years and we will miss them. Mr. Willard is being replaced by Mr. Brandonstein, formerly trainmaster at St. Maries, Idaho.

Miss Rose Fraher, daughter of Conductor Ralph Fraher, who was swimming instructor at the Mobridge swimming pool this summer, will teach the seventh and eighth grade and physical education classes at the Willmot, S. D., high school.

Miss Ruth Fischer, daughter of Engineer Vern Fischer, will attend Augustana College at Sioux Falls for the coming year.

**SEATTLE GENERAL OFFICES**

*Margaret Hickey, Correspondent*

The Service Club of Seattle held its first luncheon meeting after the summer recess on Sept. 27 at the Y.M.C.A. with 98 in attendance. John H. Andrews presided and Larry H. Dugan was master of ceremonies. The retirement of Assistant Freight Claim Agent C. G. Hurlbut was announced by Mr. Dugan and tribute was paid to him. He was presented with several gifts, including a radio, a fishing reel and a substantial gift certificate from his office force and local railroad officials. John Andrews was introduced as Mr. Hurlbut's successor. A picture in connection with the Community Chest campaign was shown and a timely talk about it given by Mr. Dugan. Joshua Green, one of our directors, gave a short but inspiring talk on getting business for the railroad.

Edward M. Stablein, retired assistant superintendent of transportation, passed away Sept. 13 at Edmonds, Wash., at the age of 73. Mr. Stablein had been in ill health practically since his retirement Jan. 1, 1948. He was born in Edina, Mo., July 17, 1876, and at the time of his retirement had completed 57 years of continuous railroad service, 45 of which were spent with the Milwaukee Road. He started his railroad career with the Quincy, Omaha & Kansas City at Edina as a station helper and subsequently worked for various roads in Missouri, Iowa, Kansas and Colorado, and for the Milwaukee at Pickering, Ia., Mobridge, S. D., Great Falls, Mont., and at Seattle. He held the position of chief clerk in the transportation department at Seattle from July, 1923, to June, 1944, at which time he was promoted to the position from which he retired. He is survived by his wife, Esther, of Edmonds and son Brimson, of Seattle.

The Tom Quinns were recently observed in square dance maneuvers at the Civic Auditorium. Maybe the observers were a little prejudiced in their selection but they picked the Quinns as the top performers.

E. P. Sima and Wesley Nelson, our prize rose growers, spent the weekend of Oct. 1 at Salt Lake City as delegates from the Seattle Rose Society, attending the fiftieth annual convention of the American Rose Society. They were entertained by the Salt Lake hosts with a visit to the copper mines at Bingham and an extensive tour of the



Miss Jane Caldwell, daughter of Engineer Clyde Caldwell of Mobridge, S. D., enters the University of South Dakota this fall, having won a tuition scholarship and an art scholarship. She will major in art and journalism. This past summer Jane presided as queen of the annual Mobridge Championship Rodeo.

Wasatch Mountains overlooking the Salt Lake valley.

The Milwaukee Women's Club recently held its first meeting of the 1949-50 season at the club rooms in the Union Station, starting with a business meeting and followed by a luncheon. Forty-five members were present. They were entertained with dancing by the Tone twins.

JoAnne Ray of the telegraph department has returned from a two-week trip to southern California, visiting her father and sister.

Ann De Hass, relief telephone operator, entertained the telephone operators at her beach home at Alki on Sept. 10.

## TWIN CITY TERMINALS

### St. Paul Traffic Department

*Brooksie Burk, Correspondent*

General Agent and Mrs. R. A. Burns became grandparents again in August when another daughter joined the household of Lt. Col. Robert A. Burns in Washington, D. C. The parents chose the name of Jill for the new baby. The other two youngsters, Jimmy and Janet, are thrilled with their little sister.

We have just about exhausted our vacation schedule and can now settle down to a good winter's work (and a dream of next summer's vacation).

They say that no news is good news, but it's also monotonous. Can't someone scare up a good juicy news item? There must be something we can tell the rest of our employees through this column. If not, please go out and do something to *make* news—we aren't earning our space.

### St. Paul Freight Station

*Allen C. Rothmund, Correspondent*

Marion Cashill made a hurried trip to Newport News, Va. It may be that she was planning to join the Waves.

Joel Andraan moved recently from the yard office to the freight office to take over the demurrage desk.

Nellie Hennessy was PBX operator at St. Paul for a week while Marion Cashill took over a vacation job in Minneapolis.

Elsie Monheim, our big game hunter, should not have the least bit of trouble getting a bear this time, as all reports indicate that the bears are so tame they walk right into homes in the outskirts of Duluth in search of food. Little children need no longer fear the Big Black Bear. Elsie will take care of that.

Niel Johnson of this office is out on the Pacific Coast at this time, looking over the scenery around Seattle.

### South Minneapolis Car Dept. and Coach Yard

*Oriole M. Smythe, Correspondent*

Joe Tangen, foreman in the locomotive department, has been promoted to round-house foreman at Portage, Wis. Special Apprentice Robert Maas was recently transferred to Green Bay, Wis., as night round-house foreman.

Stenographer Agnes Robertson of the locomotive department office visited Duluth, North Store and Winnipeg via automobile during her vacation.

Emily and Nelle Hiddleston, locomotive department stenographers, are enjoying their home in South Minneapolis—remodeled, redecorated, refurnished and even removed to a new site.

Morris Hoffman, car cleaner at Minneap-



Among those present . . . Scene at the dinner party given for A. W. Peterson, who retired on Aug. 1 after 31 years of continuous service as gateman, train announcer and night stationmaster at the Minneapolis passenger station. Seated, left to right: P. H. Bornkamp, F. P. Rogers, H. Spencer, Mr. Peterson, H. D. Weidenhamer, W. Weidenhamer and H. E. Gee. Standing: A. E. Calhoun, F. A. Majeske, W. Littlejohn, W. R. Manion, C. A. Benson and J. M. Mortenson. Mr. Peterson has a cottage on Big Sandy Lake near McGregor, Minn., and plans to spend his summers there, fishing and living the easy life generally. At the party friends handed him a purse which contained the wherewithal to buy a complete set of fishing gear.

olis coach yard, was married to a Minneapolis girl on Sept. 8.

The former Katherine McBride of the store department office and daughter Mary Ann of Miami, Fla., visited Minneapolis shops in August to renew old acquaintances.

Gary Hollingsworth, carman in the light repair yard, is the new owner of an Admiral television set.

Chris Hyllestad, former welder in the Minneapolis light repair yard, retired on Sept. 16 after 47 years of service.

District General Car Foreman J. Hansen and Mrs. Hansen attended the graduation of Mr. Hansen's niece as a registered nurse at Cleveland on Sept. 10.

Leon M. Allan, former wrecking engineer at Minneapolis shops who retired in June, 1940, and moved to Tacoma, returned with his wife—a former Minnesota resident whom he married last December—for a visit with his son and two daughters in Minneapolis.

Carman Peter Severson and family enjoyed a month's trip through northern Minnesota and Canada. He returned to work on Sept. 19.

Car Inspector Oscar E. Anderson returned to work in August following a month's illness.

Carman Jerome C. Schurstein will become a student at the Northwest School of Chiropractic at Minneapolis under the GI Bill of Rights.

Miss Jean Lindberg, store department stenographer, left on Sept. 1, due to a reduction of the force.

### Minneapolis Local Freight and Traffic Department

*Leda M. Mars, Correspondent*

Florence McCauley, who has worked for the Road for 30 years, retired Oct. 1. Her fellow employees entertained at a dinner party at the Dyckman Hotel at which there were about 65 guests. Many former employees who are now married and living elsewhere also attended. She was presented with two pieces of Alligator luggage—as we all hope she will soon be traveling to faraway places.

Bill Golden, who has been confined to Veterans' Hospital, is now at home and feeling much better.

## MILWAUKEE DIVISION

### First District and Superintendent's Office

*J. E. Boeshaar, Correspondent*

Time Revisor Ed Koudelka has returned to work after a short siege in a local hospital with an "appendicitis" case.

Moving operations have been completed at the office of Assistant Superintendent Swingle and he is now occupying a more roomy office next to his former one.

Deer season is getting closer and Dispatcher Art Fredrich is starting to get lined up for another successful (?) season by bidding in on a dispatcher trick at Wausau so he can be nearer to the scene of operations. This will make the following changes in dispatchers: J. S. Conn goes to swing No. 2, C. D. Anderson will be extra dispatcher, K. M. Balgard of Wausau will take over the third C&M trick, and J. J. Schwantes will fill in on the second trick vacated by Mr. Fredrich's transfer.

Roy West, retired C&M engineer, was married recently and is spending his honeymoon in Florida.

The stork left a boy, James Francis, at the home of your correspondent on Sept. 2. Pappy is slowly returning to normal.

Engineer Eddie Miller who has piloted the Hiawathas for a long time was in recently to bid us goodbye on the occasion of his retirement.

The cleomes (commonly called spider plants) in the park entrance to the depot have been a big attraction to our patrons as well as employes in the Union Depot. From our observation of folks taking seeds from the plants there, Milwaukee will have a large array of these blooms next year.

Louie Knoebel of the superintendent's office is taking a vacation "rest" by working on his house to get it into first class shape.

The first locomotive equipped with a cab was the Samuel D. Ingham, built by Eastwick & Harrison of Philadelphia for the Beaver Meadow Railroad (now the Lehigh Valley) in Pennsylvania in 1835-36.

## COAST DIVISION

Harry W. Anderson, Division Editor

Two former Tacomans, Ruth Rundle and Burt Trout, from the chief disbursement accountant's office at Chicago, paid us a visit recently.

On Sept. 13 Chief Dispatcher Neal Grogan switched from his corn cob pipe to a clear Havana stinker. The occasion was the arrival of an eight-pound son at the home of his daughter.

May Brown, chief dispatcher's stenographer, has been in the hospital with a serious eye infection. However, she has now improved to the extent that she is taking a trip east before returning to work.

Esther Delaney, relief clerk, is traveling in the East at this time, visiting in Dubuque and Milwaukee. Her husband, W. L. Delaney, general car foreman, went along and in addition to a vacation trip attended a car meeting in Milwaukee.

The bowling league opened its season on Sept. 9 with 10 teams participating, the same as in previous years.

It looks very much as though the stork had a terminal delay in the engineering office in September. First, Lee Pettijean passes around the ropes on a seven-pound boy whom they will name William Lewis, and not to be outdone by his co-worker, on the 25th Larry Wean broadcast the news, to the accompaniment of some Havana fumigators, that he also became the pappy of a seven-pound boy who has been named Terrence.

From a booklet entitled "Radio Personalities at Station KSEM at Moses Lake and Ephrata" we note that Mrs. Kinneer and her daughter Beverly, wife and daughter of our agent at Beverly, Wash., are featured on the air at 3:30 P.M. every Saturday.

Had a letter from Eddie Herzog, trainmaster transferred to Madison, Wis., that he finally got moved into an apartment and that they are all very well pleased.

Dick Fairfield, new trainmaster at Tacoma, has purchased a house in the Lakeview district and has his family settled.

Rose Hare, stenographer, has had a pretty busy time lately. Her father, who was assistant superintendent for the N.P. at Tacoma, was transferred to Duluth, so it has been up to Rose to make the arrangements for the packing and moving of their household goods.

Larry Wean's golf tournament is getting well under way and the golfers around here have completed their qualifying rounds to establish handicap.

### Seattle Yard

F. J. Kratschmer, Correspondent

Donald D. Bangs, yard office clerk, was married to Miss Vera Larenzen on Aug. 30. The wedding took place in White Center. General Yardmaster Harry O. Bangs, the groom's father, was best man and the bride's mother was bridesmaid. A short honeymoon was spent at H. O. Bangs' new summer home on Cherry Creek near Duvall, Wash.

Sam J. Parks, B&B carpenter, retired on Sept. 2. Sam had been with the Road for the past 32 years, serving the entire time in the B&B department at Seattle and Tacoma.

Bernice Clausen, clerk in the track department, took a short leave of absence in September and went to Utah to see her first grandchild.

James Hartery, former extra gang time-keeper, is filling in temporarily as clerk in the track foreman's office.

Faye Fox of the yard office drove his family to eastern Washington during September. While there they viewed the wonders of Grand Coulee Dam.

Carman George Turner has returned after a two-week visit with relatives in Milwaukee, Wis.

Locomotive Engineer Lou McDonough and wife left on Sept. 25 to attend the Chicago Railroad Fair.

Brakeman Fred Diehm took exception to an item in last month's Magazine, so he brought down a picture of a 27-pound King salmon he caught. He doesn't fool around with "chubs" and "suckers."

Roundhouse Foreman R. W. Janes and

wife left Sept. 25 for Chicago where they took in the Railroad Fair. From there they made a trip to New York and Boston, returning by way of Washington, D. C., and St. Louis. A short stop was made at Sedalia, Mo., to visit relatives.

Melba Batson of the car foreman's office was all excitement recently when her pedigreed Siamese cat had five kittens. Melba tells us that these kittens are worth around \$50 each.

Car Inspector Ted Beaumont took a trip to Mexico in September after visiting with his son who recently moved to Medford, Ore.

General Yardmaster H. O. Bangs and wife drove to Yakima and eastern Washington during September and also spent a day at Grand Coulee Dam.

Locomotive Engineer Oscar Lano, who has been off sick for about three months, called at the roundhouse recently. He informed us that his wife has also been ill.

M. L. Pence, retired switchman, and Byron Walker, retired locomotive engineer, were recent callers at the yard.

Yard Clerk Jack McDougall and Miss Margaret Parsons were married on Aug. 6 at the University Congregational Church in Seattle. Miss Parsons' father is a retired NP locomotive engineer. The couple spent a honeymoon on the Olympic Peninsula and at Seaside, Ore.

### Seattle Local Freight Office and Marine Dept.

F. W. Rasmussen, Correspondent

Frank C. Bell, record clerk, left Sept. 6 for Washington, Ia., to visit his brother. They both planned to take in the Chicago Railroad Fair. While in the East Frank will visit Alberta Gartrell, our former clerk, in Cincinnati.

Word was received recently from Mabel and Eddie Hart of the arrival of James Edward on Aug. 16. Eddie, who was our rate clerk in the Seattle local freight office, is now general agent for the Green Bay & Western at Cleveland.

William K. Snyder, retired clerk, and wife left Sept. 9 for an extended vacation trip through the East.

Assistant Cashier Ed Pesek, local freight, spent his recent vacation visiting his mother in Cle Elum. His place was filled by Myrtle Kruse.

Harry Fordyce, B&B foreman, and wife spent their vacation at Prosser, Wash., Harry's old home. His place was taken by Lloyd Kord of Tacoma.

Transit Clerk Emil Nielsen and wife left the early part of September to spend their vacation at their old home in Chicago. Emil is a former employe of the freight auditor's office and of the Pennsylvania in Chicago. His place was filled by Mina Dow.

P&D Clerk Mazie Knowles and daughter Alice spent their vacation visiting relatives in Des Moines.

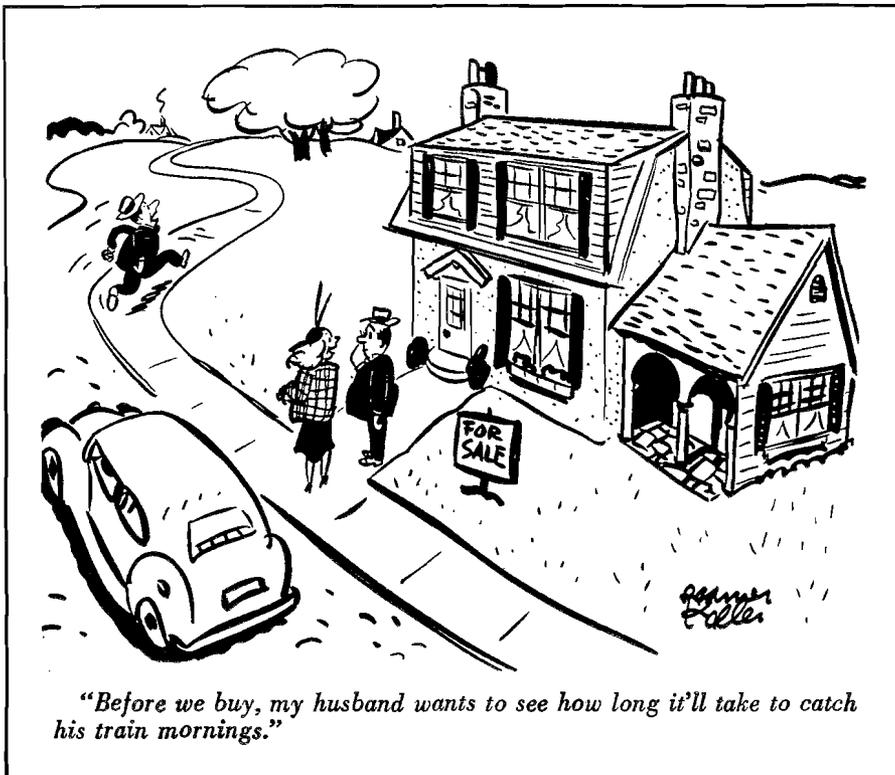
Sam Parks, who has been a B&B carpenter on the Coast Division for the past 32 years, retired on Sept. 2. The Parks' will continue to make their home in Seattle.

William Fogelstedt, demurrage clerk, and wife vacationed in the Canadian Rockies in September, going as far east as Calgary.

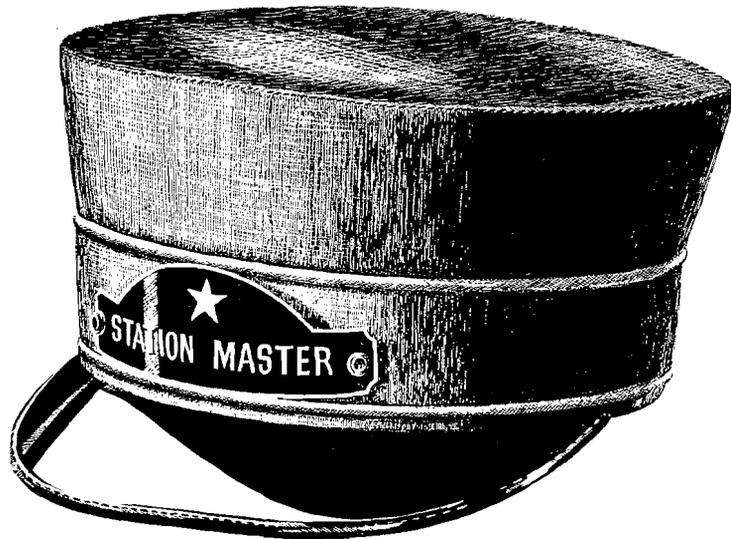
Joseph John, seven pounds, arrived at the home of Freight Inspector George Bahl on Sept. 9.

Stanley and Nellie Holtum spent their vacation touring Yellowstone Park and the southwestern states.

Charles Ganty, retired switching clerk, and wife are spending a few weeks in Seattle and vicinity. They will be returning to their home in San Bernardino, Calif., afterward.



"Before we buy, my husband wants to see how long it'll take to catch his train mornings."



## STATION MASTER'S CHOICE

When you see the tiny, winking light at the station in the night, you may think the station master is lonely. But be consoled. He's in good company—the cigar of his choice—a fine Dutch Masters Cigar.



# DUTCH MASTERS CIGARS

Word was received recently from Frank Berg, former waterfront checker, Austin, Tex., that he is not in good health at this time.

Mrs. Peter Kittleson, wife of Barge Captain Kittleson, left Sept. 1 for a few weeks' visit in Vallejo, Calif. Pete went as far as Portland with her.

Marjorie Oldenburg, steno in the cashier's office, returned from a visit to Minneapolis recently. She accompanied her grandmother on the trip.

Mrs. Glen McDonald, wife of barge captain, left Sept. 1 for Missoula from where she is taking her mother to Hot Springs for medical care.

Mrs. Frances G. Evans of North end left Sept. 15 for visits in Chicago and St. Louis. She is the mother of Yard Clerk Clayton Evans.

Lavina McHugh, bill clerk, left in September for an extended sightseeing tour through Mexico. From Vera Cruz she will fly to the Yucatan territory from where she will take horses or mules into the interior.

The enormous Pentagon building in Washington impresses different people in different ways. One of our Midwestern farmers was overheard remarking to his wife that it sure would hold a powerful lot of hay.

### Tacoma

R. A. Grummel, Correspondent

All employees who come under the 40-hour week agreement are happy to have the extra day off, except Warehouse Foreman Cardle who says that he and his wife go shopping all day and spend twice as much money as before.

Roger Grummel, former freight house messenger and warehouse checker, is doing all right for himself at the College of Puget Sound, Tacoma. Rog is studying pre-medic and was notified recently that he will be awarded the scholarship for best student of the year. He is the son of Michael R. Grummel, foreman of the woodmill in the Tacoma car department, and a nephew of this correspondent.

We are glad to report that our passenger business has been increasing each month. Appears like Morey Burns and the passenger gang are in high gear.

Vacationing at this time are Arthur Gleb, checker in the warehouse, with his mother in California; E. N. King and wife, vacationing in Chicago and visiting the Railroad Fair; and L. C. Smith, ticket-baggage clerk, and wife, in Michigan and stopping off at Chicago for the Fair. This was Mrs. Smith's first trip to Michigan and the first time Mr. Smith had been back in 32 years. Yard Foreman C. R. Williams is also visit-

ing in Chicago and taking in the Fair.

Kenny Alleman, Beau Brummel of the freight house, is sporting a nylon hat which he swears is rainproof and will not shrink. The test was made on the Lincoln High School steps in the drizzling rain for two hours with his girl friend.

Helen Alleman, yard office clerk, has returned from her vacation, having visited at the home of Eddie Herzog, our former trainmaster, in Wisconsin. Eddie is missed by all, even at the restaurant around the corner. Chris Severtson has made many inquiries.

Dorothy Clover returned recently from her vacation and surprised her husband by driving home a new Dodge car from Michigan.

File Clerk Harry Anderson, superintendent's office, has spent his life savings on a new Chevrolet, having been egged on by Lee Boyd and Mr. Fitzgerald, who are expecting some free rides.

We understand that Al Black, janitor at the passenger depot and freight house, will soon become a full-fledged preacher. Al is a very good church worker.

You are not permitted to kill a woman who has injured you, but nothing forbids you to reflect that she is growing older every minute. You are avenged 1,440 times a day.

—Ambrose Bierce

## MILWAUKEE TERMINALS

### Fowler Street Station

*Pearl Freund, Correspondent*

Miss Ruth Schlosser, daughter of Mr. and Mrs. Frank Schlosser, became the bride of Elmer E. Williams on Sept. 10 at St. Agnes Church. A breakfast and dinner were served at Joe Deutsch's Restaurant and a reception was held at Hubbard lodge. The young couple took a honeymoon trip to Colorado.

Jack Hanus and Elaine Rose Fitting were married on Sept. 24 in the First Church of Divine Science. A reception was held at Villard Gardens.

Viola Geidel, OS&D clerk, was married Sept. 24 at Brandon, Wis., to Harold Treptow.

Emma Steiner went to New York City in August to attend the wedding of her niece, Ruth Steiner, and Richard London.

It seems that House No. 7 employes have been on the go lately. Cooper John Bohren recently visited relatives at Janesville, Wis., with Mrs. Bohren.

Trucker Henry Tobaas had an opportunity to see a freight train pile up on the GB&W at Scandinavia, Wis., while he was there on business. Henry retired, effective Sept. 16, having served many years with the Road.

Harvey Spearing, stower, was recently assigned to a yard clerk job at North Milwaukee.

Cooper Ed Stoeck has been off sick since Sept. 12.

Check Clerk Anton Janoschek moved into a Wingfoot home in Cudahy on Sept. 17. He is well pleased and should get plenty of relief from next summer's heat, since he is located within view of Lake Michigan.

Frank Hoppe went to Glidden and Park Falls on his recent vacation. He reports that the fish were biting good and he was able to get the limit.

Tim Collins visited in Detroit recently and saw the Tigers play ball.

Walter Bauman, Western Weighing and

Inspection Bureau, has taken over the duties of both the C&NW and CMStP&P.

Successful bidder for the job of chief bill clerk was Herbert Flint, formerly a manifest clerk at Muskego yard.

An exchange of clerks has been executed with North Milwaukee, since Beatrice Lang deserted us for a steno position there. Mary Ann Starcevic was the successful bidder for the PM position at Fowler Street.

### Davies Yard

*J. J. Steele, Correspondent*

Bill Weatherall has replaced August Beier as assistant foreman at the Davies yard. Augie, in turn, has replaced A. Teske at the Burnham bridge as assistant foreman.

Electric Welder John Weisbro is still talking about the good time he had at the Hiawatha Service Club picnic. He has suggested that instead of making it an annual affair it should be held twice a year. A good suggestion, and we'll see what can be done about it.

Congratulations to DeWayne H. Allen and Doris Ann Gudelke who were married Sept. 17.

John Dunar is offering his complete set of golf clubs to the first bidder. He has decided to give up golf for something less strenuous. We wonder if his recent game with George Allie had something to do with his retirement from the game.

We can't understand why the natives of Hayward, Wis., are making such a fuss over Cal Johnson's recent prize musky, which weighed 67 pounds and measured 60½ inches in length. Alex Sawdy and Andy Schilhansl spent their vacation fishing in the wilds of Canada and, to hear their stories, the bait that they used was as large, if not larger, than Johnson's prize.

Stanley Staniak has been waxing Ed Nowakowski's new car free of charge. Stan just wants the experience, as he is planning to buy a new car in the near future. He is being paged, also, by Stanley Stawicke who is sporting a new car and wants his waxed, too.

### Chestnut St., North Milwaukee and North Avenue

*Dick Steuer, Correspondent*

Miss Carol Keller, steno-clerk at North Milwaukee, has enrolled at the University of Wisconsin at Madison. She has chosen a commercial course in railroad transportation.

It is a sad fisherman who returns empty handed and with no witnesses to back up a story or two. Ed "Lefty" Eckhart, after fishing in Little Lake St. Germain with little success, was presented with a "trophy board" by the office staff at North Milwaukee. The board featured a life-size minnow mounted like the real thing.

The Bill Koepkes recently motored to northern Michigan on a two-week trip which took them to Sault Ste. Marie and Copper Harbor.

With the advent of the 40-hour week, bulletins for relief positions have been rather frequent. Successful bidders included Dick Schaffer and Harvey Spiering as demurrage clerks at A. O. Smith, Robert C. Wahlers as new night yard clerk at Chestnut Street, and Frank P. Newhauser as relief clerk at the same station. Dick has been a yard clerk around the North Milwaukee territory for several years. Harvey, Bob and Frank are newcomers to the Milwaukee Road family.

Miss Mary Ann Starcevic has been assigned as clerk to George Bergler, PM ac-



Lovely bride . . . The former Ruth Schlosser, daughter of Frank Schlosser, head clerk in the inbound rate department at Fowler Street, Milwaukee, who became Mrs. Elmer E. Williams on Sept. 30.

countant. An assignment at North Milwaukee to the steno-clerk position shows Beatrice Lange as the high bidder. "Bea" was clerking at Fowler Street prior to this assignment.

Late vacationists in this area included the Stan Martins, who drank in some of the famous California sunshine.

While Stan vacationed, Max Woelfl filled in as chief clerk, Dick Steuer as cashier, Mrs. Nada Vieth as demurrage clerk, Miss Estelle Rege as assistant demurrage clerk, and her sister Helen as chief bill clerk. Mrs. Wanda Beard filled in on the other billing position.

## H & D DIVISION

### East H & D

*Martha Moehring, Correspondent*

Several of our familiar faces won't be around any more, due to their owners having retired. Conductor Andy Noard started it recently and shortly afterward Engineer Ole Wolner, who has been on the Fargo Line since 1919, decided to turn in his final time slip and follow up a hobby he's had for many years—Swedish masseur work. The latest one to say goodbye is Engineer M. B. Rear who is now on his way to Santa Cruz, Calif., to assist Mrs. Rear in operating their tourist court there.

Mike Dorsey died of a heart attack while on duty in Montevideo yard as engineer on the switch engine. His son Harold is one of our east end engineers.

Otto Heckert, retired engineer who spends his summers in northern Minnesota, writes that he is about ready to push off for Phoenix where he lives during the winter. Otto tells an exciting tale about a huge brown bear that visited him at his cabin. He heard a noise, looked up from his paper and there was old Bruin staring at him through the screen door with a hungry expression. Commented Otto, "I just didn't like the way he looked at me."

Conductor Ed Martinson is anxious to see his new grandson but he'll just have to be patient because the little fellow was born in Tokyo and isn't apt to come this way for some time.

Traveling Engineer Bill Pirkel got off the Diesels he's been riding the past several

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months, dusted off his Packard and then he and Mrs. Pirkl took a ride to Milwaukee, Chicago and up to Mille Lacs Lake in Minnesota.

The Jim Murphys are doing extensive remodeling and redecorating at their house. Jim was pressed into service with a paint brush also, to do the clothes line posts.

Over at our express office Kenneth Guy has a real gleam in his eye lately because he pulled a golden walleye out of the lake on a recent fishing trip, and golden walleyes just aren't as common as bullheads! The fish has been sent to the Conservation Department for mounting and display.

### Middle H & D

R. F. Huger, Correspondent

With the inauguration of the 40-hour week numerous changes are in the making, with Agent W. H. Swan bidding in relief operator job at tower E 14, John Dangel bidding on the agency at Roscoe, S. D., E. J. Albrecht bidding in agent ticket office at Aberdeen, former Chief Clerk W. H. Berg at Aberdeen bidding in relief ticket clerk position at Aberdeen, Leo Dewalt bidding in chief clerk at Aberdeen freight house, and Clarence Hehn bidding in second ticket clerk at Aberdeen.

Dispatcher Arnold Jerde has traded in his Crosley for a 1948 Dodge. Now he can be seen coming down the street.

Mechanic Don Herdine was in Aberdeen recently, cleaning and repairing the teletype machines. He informed us that the population of Milwaukee, Wis., was increased by one five months ago with the birth of his daughter.

Russ Dixon, electrician at Aberdeen, and his wife Phyllis have purchased a home. Bob Tadlock, also electrician at Aberdeen, is helping them get it in top shape.

Dispatcher Fred L. Harvey and family have moved to Aberdeen from Perry, Iowa. Fred is working the third trick at Aberdeen.

Agent J. S. Nilan and wife, Olivia, Minn., recently paid a call at Aberdeen and renewed old acquaintances.

R. K. Nystrom has bid the swing job dispatching between Aberdeen and Montevideo.

Margaret Crocker, roadmaster's clerk, says that she and husband George visited Reno on their recent vacation but 'twas all in fun. They also stopped at Alcatraz but were not detained.

Ferneta Kilber, janitor Sam Tony's stepdaughter, married Bruce Fox of Flint, Mich., on Sept. 18.

J. L. Faeth has a new daughter-in-law as of Sept. 22. His son Bob married Joan Schaffer at Aberdeen. The honeymooners took in the Chicago sights.

Section Laborer Arthur B. Anderson, Marvin, S. D., visited the Chicago Railroad Fair over the Labor Day holidays.

Section Foreman Emil W. Anderson of Marvin, his wife, daughter Leona and sons Dickie and Gary, were guests of the Waymen's Union at the Fair in Chicago on Sept. 24; also Roy Steenberg, retired section laborer, and wife and Lloyd Baguus and wife of Summit. Baguus, laborer on section 41, was married recently.

### I & D DIVISION

Karen B. Rugee, Division Editor

Herman Frazee, our genial ticket agent, and Miss Kittie M. Lohr were married Sept. 7 at the Little Brown Church in the Vale near Nashua, Iowa. They have returned from a wedding trip to Canada.

Mrs. George Meier and son Pat have been visiting friends and relatives in Mason City and Postville. Mrs. Meier will be remembered as Margaret Lownsberry, formerly employed in the superintendent's office at Mason City.

An exciting "500" game was broken up at this correspondent's home one recent Sunday evening when Mr. and Mrs. Everts had to leave to be baby sitters for their grandchildren. Sure hated to be left practically on the verge of victory and never know what the outcome might have been. The Everts' were spending a few days in Mason City and have since returned to their home at Calmar.

Out of the recent wreck at Fort Atkinson came a bit of humor when the following wire was received by Chief Dispatcher McDonald from Conductor Walter Hendrickson and crew, who were stranded at Calmar: "We understand the trains must run to make their eastern connections, but five days away on very small pay has ruined our entire collections. Our socks are rank, our wardrobe blank, our stay has been too extended. So please try and get us home." Signed, No. 91's crew.

Another sidelight on the wreck was when Mrs. R. L. Hicks, wife of the trainmaster, boarded No. 118 loaded with food for the men working at the wreck, including a nice big baked ham. And hams were strewn all over the right-of-way!

Mrs. Marlowe Evans was hostess to the Piano Practice Club at Mason City the evening of Sept. 21. Guests were Mrs. C. M. Toft, Stanley, Wis., and Mrs. J. P. Garahan, Cleveland, Ohio, mother and sister of Mrs. Evans. Other members of the club who belong to the Milwaukee family are Mrs. Carl Anderson, Mrs. Lyle Holmes and your correspondent.

Mr. and Mrs. A. J. Peters (captain of police) are vacationing in Milwaukee and Chicago at this time.

Mr. and Mrs. J. L. Burnett were recent weekend guests of Dr. and Mrs. John B. Wolfe, Minneapolis, attending a house party at the lake. Mrs. Wolfe is the former Catherine Siesseger.



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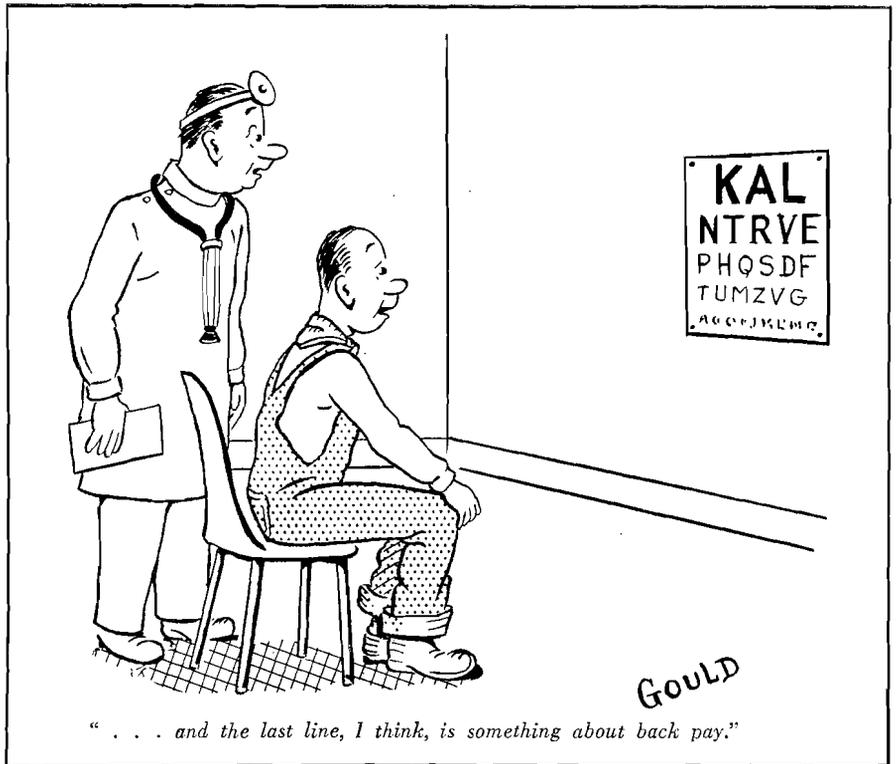
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*Albert J. Gall, Correspondent*

Sorry to hear that A. B. Nelson, fire knocker at Mitchell, is in the hospital with polio at this time.

Lt. B. A. Carrick and wife spent their vacation in California visiting friends and relatives. "Monty" Kemp kind of took over Bill's duties while he was gone.

We hear that Traveling Fireman D. E. Miller of Mitchell has bought a house. Says now he won't have to keep his fingers crossed every time the landlord comes around.

E. L. Hathaway, agent at Chancellor, is vacationing in Milwaukee at this time.

Agent G. E. Abbot of Plankinton is spending his vacation in the "western" part of the state.

Sophia McKillip, trainmaster's clerk at Mitchell, spent some time vacationing in California.

We were sorry to hear of the sudden death of Charles E. Dunn, retired conductor, who has been living in Mitchell for the past 30 years.

Agent D. F. Moran of Pukwana is vacationing on the west coast at this time; also R. H. Betts, agent at Murdo, who is visiting in Portland, Ore.

Ed Hutzenbuehler is sporting a new car—yep, a new Nash.

Some years after he had been President, William Howard Taft had to make a sudden trip to Chicago. Only an upper was left. Taft noticed that the lower of his section was assigned to a small insignificant looking man and resorted to strategy. "Last time I occupied an upper", he announced cheerfully, "it collapsed. I certainly hope this one will hold me". Then he went off to the club car. When he returned the little man was carefully buttoned up in the upper berth.

**MILWAUKEE SHOPS**

**Coach Yard**

*Richard Flechsig, Jr., Correspondent*

Abe Carroll, who has been on the sick list for several weeks, is at the Wood Hospital at this time. Why not run out and cheer Abe up a little?

Wilbur Davis, cleaner on the day shift, is now on the road to recovery after being on the sick list.

The bowling season is again under way with a good team representing the coach yard. Ed Berndt is captain again. The other members of the team are: George Schneider, Ray Stark, Marve Weishaar, John Crowley, and Rich Flechsig, Jr.

Sympathy is extended to Bill Rivers whose wife passed away recently after a long illness.

**Car Department—Office of Shop Superintendent**

*George E. Fiebrink, Correspondent*

Thomas Birch started his 45th year with the Road on Sept. 7. Tom started as a machinist helper and later served an apprenticeship in the shops. He has been a foreman since Mar. 17, 1917.

Dick Weatherall, former machine hand, said goodbye to his friends on Sept. 20 and went back to the Army. He will have the same rank he held when he was discharged—that of captain.

Our old friend Carl Schumacher died on Aug. 24. Charlie retired as an upholsterer helper in 1945. The "mayor of Freeze Lake," as he was known to his friends, had been with the Road since 1918.

Now that the birds are going to their winter homes, with the birds move the Hesselthaler family. Clarence, Mrs. Hesselthaler and baby have moved from their sum-

mer lodging at Okauchee Lake into town. They spent the summer at the lake with Eddy Koepf and family.

Who was that half-awake fellow who was walking around the shop recently wearing two different types of shoes? He claims he had a purpose in mind, but the boys in the shops have quite a different version. Once again, who is he? None other than this reporter. We sure had fun that day.

Alfred Heder, former assistant freight shop foreman, has taken up a home in the north woods. He bought a little business up there and is hoping for some good trade.

Our friend "Grandpa" Guschl is recovering from an operation performed in September. To keep himself fit he wrestles with his five-month old grand-daughter. "Sky" has a hard time beating her, too.

Donald Dysland, freight carman apprentice, has been on the sick list for several weeks. For the information of visitors, he is in Ward 18 at the Veterans Hospital, Woods, Wis.

L. K. Silcox, ex-chief mechanical officer, visited the shops on Sept. 22.

Alfred Comodohr has returned to the job as an upholsterer after being on the sick list since Dec. 2, 1944.

### Locomotive Department

Leone Schneider, Correspondent

Do correspondents ever make mistakes? Here is one who did. Last month I told you about a new car belonging to Eddie Halupniczak when it really is owned by his brother Teddy. You will have to excuse me. Both boys are so handsome that they had me a bit flustered. All forgiven now? Teddy and Eddy are helpers in the foundry.

Sympathy is extended to the family of Sam Kaluzny who passed away suddenly. Sam was a molder in the foundry until his retirement in 1939. His son Vincent is carrying on in the same occupation in the foundry.

We are sorry to hear of the death of Vincent Ringwelski's mother. Vincent is a brakeshoe molder in the foundry.

Baby news: Machinist Bert Thelen is a grandfather. The papa is Machinist Apprentice Gerald Thelen and the baby's name is Billy.

Another grandfather and father working

### The Man Who Wasn't There

IT'S like this. The picture of the night force at the Milwaukee Union Station in 1904 which appeared in The Milwaukee Magazine last month on page 39, has let us in for a slight ribbing. J. P. Paulus, city ticket agent at Milwaukee, who was named as being third from the left, disclaims even a casual connection with the person shown. Says with engaging modesty that, for one thing, he is much better looking and—this is where the shoe pinches—that he didn't start working in Milwaukee until 1917. However, Julius N. Julsen, telegrapher in the Chicago Union Station, who submitted the picture stands pat on his identification: "That's the man I knew as J. P. Paulus, night ticket clerk, 45 years ago."

So how about it? Will another J. P. Paulus step forward?

for our railroad—Edward Zimmermann, Sr., and Edward Jr. Both are proud to announce that a wee baby boy is making things lively for them—and for Mama too. Grandfather is a clerk in the SMP office and father is a roundhouse clerk.

Wedding bells rang again recently in the Al Tellefsen home. This time son Norman captured a lovely Miss. Mr. Tellefsen is foreman of the pattern shop and wood mill. Son Norman is an accountant at the Allis Chalmers Manufacturing Company.

We understand that Pipefitter Drumel was recently presented with a fine baby boy.

More wedding bells: Richard Donovan, electrician apprentice, decided married life must be pretty wonderful and so persuaded a certain young lady to say "yes." Several of the railroad people were invited to the wedding.

Electrician Hugo C. Gurath is extended our sympathy on the death of his wife.

### Store Department

Earl L. Solverson, Correspondent

Arthur F. Metzger of the freight car store brought us the Madison, Wis., *Capital Times* of Sept. 22 containing an article about his son Hal, coach at Wisconsin High for the fourth year. Taking on Lake Mills and then starting the Southern Ten conference. Hal spent two and a half years at Valley Forge General Hospital, Valley Forge, Pa., as athletic director; also coached at Markesan and Lake Mills high schools.

Howard Gross, 23, last employed in the iron house store, died Sept. 14 at the Veterans Hospital at Wood, Wis. Howard entered military service on Nov. 16, 1944, and was discharged Oct. 28, 1946. He was first employed by the railroad on Sept. 16, 1942. He is survived by his mother, his stepfather, Joseph Grossman, also of the iron house store, and two sisters.

Francis P. Rainer of the Diesel store is taking a course in bringing up his first son, Richard, born Sept. 3 at Misericordia Hospital. Claims he gets in a night shift here and there but hopes to overcome this by teaching his son the working schedule.

Elaine Knapp of the stationery department is the catcher for the "Martin Maids" baseball team of West Allis which recently won the Wisconsin state championship. The team participated in the national softball congress world championship tournament in Phoenix, Ariz., in September and lost, but is already plugging for a try next year. It also got as far as Phoenix in 1948. Employees from all departments enjoy watching Elaine put all that pep into the game. We hear the good results before starting work the next day.

Ray R. Waldman, former Milwaukee Road employe, who is the son of John Waldman, stationery storekeeper, and brother of John, Jr., of the freight car store, recently married a beautiful Spanish girl in Manila, P. I. Ray is a graduate of Marquette University and has been a U. S. meteorologist in the Philippine Islands for the past three years. He recently made a trip home to Milwaukee to visit his folks before taking over a new assignment in San Juan, Puerto Rico.

The lecturer had just told his audience that the world would probably end in seven billion years.

"How long did you say?" came a terrified voice from the rear.

"Seven billion years", the lecturer repeated firmly.

"Thank God", said the voice. "I thought for a moment you had said seven million."



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## I & S M DIVISION

H. J. Swank, Division Editor

Well, it's time to say goodbye to Jerry Nentl, first district trainmaster, who was transferred to St. Maries, Idaho, effective Sept. 10. Jerry made a host of friends on this division since he came here in December, 1947. A "going away" party was held for him at the Austin Bowl on Sept. 23, at which he was presented with a watch, chain and knife by the division employees.

J. O. "Jim" Willard replaces Mr. Nentl as trainmaster. He was formerly located at Mobridge, S. D.

Mrs. L. L. McGovern had a fall at her home on Sept. 19 and sustained a badly broken wrist and fractured hip. She is confined to St. Olaf Hospital, Austin, at present.

Brakeman Lynn Westrum announces that they have a future railroader in the family in the person of Robert Lynn who weighed in at eight pounds, two ounces, on Sept. 8.

For Switchman Al Erickson and wife it's a girl—Linnea Marie—who announced her arrival on Sept. 9.

Mrs. Matt Darr, wife of yardmaster at Austin, has returned to St. Mary's Hospital at Rochester for treatment. Her room number is 2-151.

Joe Larkoski, former roadmaster, was at Worrall Hospital, Rochester, during September for an operation for cataracts. He reports that the operation was very successful. He is now convalescing at home.

W. A. Walker, former roadmaster at Milwaukee, has displaced N. Martinson as roadmaster at Madison, S. D.

Sympathy is extended to the relatives of Fred B. Higbee, former SM Division engineer, who passed away at Minneapolis on Sept. 9 at the age of 75. Fred retired on July 1, 1938, after 38 years of service.

B&B Carpenter Ed Post was called to Rhinelander, Wis., on account of the death of his brother Arthur Sept. 19. Pump Repairer C. O. Post and wife also attended the funeral services.

Fireman Kenneth L. Fraser entered the hospital at Rochester for an operation on Sept. 28.

Switchman Ford Bacon is the proud owner of a shiny gray Packard as of Sept. 17.

With the closing of Rosemount as a train order office and orders now being handled at Farmington, two operators were released at Rosemount.

Junius, S. D., was closed as an agency

station and a custodian appointed on Aug. 27.

Train Dispatcher Si Johnson and the Mrs. vacationed with their daughter and son-in-law in Alabama during September.

Chief Dispatcher O. C. Peed and wife vacationed in Seattle recently.

Cashier G. B. Williams tried his luck on "Big Winnie" Lake in September but reported "no fish." We understand that Mrs. Williams had a little better luck.

We enjoyed a visit with George Savidis and family on Sept. 29 when they detoured via Austin while en route to Mason City.

Harry Hanson has returned to his duties as janitor of the division headquarters building after being on the sick list for a month.

Mrs. A. I. Lane has bid in the swing job at Cresco.

R. E. Elmquist was senior bidder for the second trick operator position at Cresco. This opened up Ridgeway station and H. E. Wondra received the appointment.

P. M. Minnick has been appointed agent at Castle Rock.

T. J. Lloyd, former operator at Rosemount, was high bidder for Elko station.

Operator C. M. Olson is senior bidder for the agency at Lime Springs.

F. H. Bradash, operator at Faribault, is working the relief job in the Austin dispatcher's office.

When Operator Joe Malek went to work as relief agent at Rose Creek he didn't know that Dan Cupid was lurking just around the corner. On Oct. 1 Mr. Malek and Miss Doris Dodge of Waltham, Minn., said "I do."

## IDAHO DIVISION

Mrs. Ruth White, Correspondent

Conductor Joe Riggin is back on the job after an absence of several months due to a back injury.

Mrs. Cecil Cantrall, clerk in the division engineer's office at Spokane, underwent an operation recently and was out of the hospital in record time. At home she is doing remarkably well. Minnie Weistaner is on her job temporarily.

Mrs. Joe Dede, wife of our traveling auditor, is recuperating from an operation.

C. H. Burrill, retired engineer, and Mrs. Burrill recently went through the Mayo Clinic at Rochester, Minn.

Mrs. Straub, wife of Fireman Fred, is visiting her folks in Alabama at this time.

Mrs. Fred Cottingham went to Ft. Worth, Tex., recently to see her mother who is in poor health.

Engineer P. B. Elieff and wife have transportation to Los Angeles.

Engineer Lee J. Thorne recently "pulled the pin" after 40 years of railroading with the Milwaukee.

Mrs. Donovan, widow of Engineer Ray Donovan, and Mrs. Grover Piece, widow of former carman, traveled through California and Colorado, their former homes, recently.

Engineer William Kronmeier and family have returned from a trip to New York.

Conductor Clyde Amick and wife recently picked up a new Dodge at the factory and drove on to New York where they met their daughter who had just returned from two years of study in Sweden. On their return trip they had the company of a Swedish girl who accompanied Miss Amick to the United States.

Traveling Engineer Jefferson is back at Spokane after spending several weeks on the Rocky Mountain Division. From all reports, he likes the country around Spokane and does not want to take any more side trips into Montana. Perhaps the coal burn-



Mrs. Ray Slusin, the former Dorothy Smolinski of the freight auditor's office, Chicago, and her husband who were married on July 23. They met for the first time when they were bridesmaid and best man at the wedding of Elaine LeBeau, also of the freight auditor's office, in November, 1948.

ers have something to do with it, because fishing is reported to be very good around Lewistown and there is Mortimer, the prize-winning English bulldog owned by Assistant Superintendent Devlin, and Jeff is very fond of both.

An attractive pair were Margaret Johns and Jere S. Green as they left St. Paul's Methodist Church in Spokane following their marriage in August. Margaret is the daughter of Mr. and Mrs. W. H. Johns, retired.

Fireman Jack Scanlan of Malden and Violet Griggs of Enumclaw were married at the Trinity Lutheran Church in Enumclaw on Aug. 27. Jack is the son of Engineer Jack Scanlan Sr., of Malden. The newlyweds are making their home in Spokane.

Congratulations to Mr. and Mrs. Clarence Howter who were married in Lewiston, Idaho, recently. Mr. Howter is a brakeman working out of Malden and his wife is the former Evelyn Marsh, daughter of Conductor and Mrs. Robert Leyde.

The Lewis Plybons have returned from a trip to Coast points.

Ray Pierzina, former employe, was killed instantly in an auto accident at Moses Lake recently. He leaves his widow at Moses Lake and a sister at Malden.

William "Bill" McCaughey, 66, passed away Sept. 5 in a hospital in Spokane following a long illness. Many of his Milwaukee Road associates attended the funeral services in Spokane on Sept. 8. Mr. McCaughey started his Milwaukee Road service in 1905, holding jobs as clerk until 1912, working along the line from Chamberlain, S. D., to Miles City, Mont. He became carman at Avery and later was foreman and assistant foreman at Deer Lodge, Mont. He came to Spokane in 1926 as equipment maintainer and was holding that position at the time of his death. Bill was a well liked person with a friendly personality and was known for his fine penmanship.

## CHICAGO GENERAL OFFICES

### Freight Auditor's Office

J. A. Strohmeier, Correspondent

"I hope all of you will be as happy on your 90th birthday as your gift and good wishes made me on mine," is about the way the letter of thanks from Robert M. "Bob" Franks, written by his daughter, Maude, states it. Bob, now retired, railroaded for more than 70 years. He is in good health except for failing eyesight.

Charles Tarkowski and William DeMuth, on the sick list, are expected to be back on the job soon.

Rine Eichelberger, former messenger boy here, left us about two years ago to run a general merchandise store near Neshkorn, Wis. He visited us on Sept. 16 and told that he had just disposed of his business with a nice profit. He had to work long hours but he made a success of it.

Emil Nielsen, formerly employed here and now in the Seattle local freight office, visited us Sept. 20.

Friends of Dorothy Ganzer, daughter of Assistant Freight Auditor William Ganzer, who worked in the waybill filing bureau during a summer vacation, use this means to extend their good wishes to her on her marriage Oct. 1.

Andy Duffy and Dan McCarthy are sporting new Fords. Frosty Peters is trying to show them up with a new "Chevy."

Dorothy Anderson, interline suspense bureau, is telling everyone how well she likes her new job.

Shirley Hahn of the accounting machine bureau took a leave of absence on Sept. 30 to await a blessed event.

Helen Barth of the accounting machine bureau vacationed with her husband at Mammoth Cave, Ky., recently. Helen Kaesberg, also of that bureau, spent her second vacation week with her husband, this time in the Smokey Mountains, in order to compare photography of fall scenery with that of spring last year, photography being her husband's hobby.

The Fishermen are leading the men's bowling league with six wins and no losses. K. Clark has high average, 184. S. Fay has high series of 581. J. Dennison, high game of 233.

Ida Munro, who was employed in the freight auditor's office from May 4, 1917, until Nov. 1, 1944, when she retired on account of ill health, passed away suddenly on Sept. 9. Funeral services were held in St. Viator's Catholic Church. She is survived by her daughter Perczella of Chicago.

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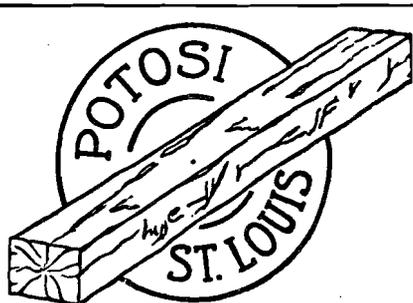
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## Office of Auditor of Passenger Accounts

*Bill Tidd, Correspondent*

Wedding bells rang out for Priscilla Babiarz and John Korun on Sept. 10 at St. Genevieve's Church. A reception at the bride's home followed. Pearl Babiarz was maid of honor.

Annette Snear has transferred to the "stat" bureau for three months, taking the place of Grace Larson who is on a furlough.

June Mathisen bought a new Plymouth for the sole purpose of taking your correspondent to and from work.

Margaret Porten has accepted a permanent position at the Union Station.

May Kavanaugh is convalescing from an operation.

The Martin J. Bauers are the parents of a baby girl born Sept. 20. They have named her Linda Lou.

Norinne Quinn was the recipient of a toaster and numerous smaller gifts to celebrate the acquisition of an apartment.

Norman Kozy left the company recently to continue his education at the University of Illinois.

## Auditor of Station Accounts and Overcharge Claims

*Mary Rose Burke, Correspondent*

After 44 years of loyal and efficient service, Adolph J. Frandsen retired on Oct. 1 at his own request. In his retirement he carries with him the friendship and esteem of his fellow employees. Adolph entered the employ of the Road in March, 1905, in the overcharge claim department, which was then a part of the freight claim department. Within 10 years he was appointed bureau head of the unpaid overcharge claim bureau. During the succeeding years he held the positions of traveling claim adjuster, assistant chief clerk in the freight auditor's office, and chief clerk to the auditor of overcharge claims. He always took a sincere interest in his work and his efficient service and jovial personality will be missed.

Before leaving, Adolph was honored by his associates with a dinner at Math Iglar's Casino, where he was presented with a tree of silver dollars—one for each year of service. Fifty-two employees, including friends from other offices, attended the get-together. M. B. Mortenson, assistant freight claim

## Notes from the Choral Club

*Violet McDonald, Correspondent*

September brought the start of another season for the club and our rehearsals are well under way. The end of the summer vacation and the start of the new season was celebrated with our annual picnic. The club wishes to express its thanks to Phil McDonald for his preparation of the games, prizes and other details which helped to make the picnic a success.

We were pleased to greet Mr. and Mrs. Ed Stoll of the industrial department, Union Station, and James Olson as new members, and hope to see many more new faces as the season gets into swing. The club is accepting new members at the present time and if you are an employe of the railroad or a member of an employe's family you are eligible for membership. Rehearsals are held every Monday evening at 6:15 P.M. in the Women's Club room at the Union Station. Will we see you next Monday?

The Choral Club extends the very best of wishes to its two brides: Mrs. Margaret Thiede, the former Margaret Staube, and Mrs. Margaret Rodgers, the former Margaret Ashburn.

A new diamond is being shown on the left hand of Mary Jane Corbett. We hear that the wedding is to be in November.

Everyone is glad to see Viola Zechlin back after her convalescence.

agent, was master of ceremonies, and short talks were given by officials and other guests. W. Kruckstein, general auditor, and W. P. Heuel, auditor of station accounts and overcharge claims, were the principal speakers. Entertainment was provided by a quartet composed of E. Siuda, A. W. Slodowy, A. V. Gallagher and O. C. Jensen, with the climax being a solo by Adolph.

Since the Frandsens are moving to St. Petersburg, Fla., and Adolph intends to spend much of his time in the future fishing in the bays and Gulf along the Florida coast, his office friends presented him with rod, reel and fishing kit. With them went best wishes for many good years ahead.

Frank J. Wald of the suspense bureau has been appointed to succeed A. J. Frandsen as head of the unpaid overcharge claim bureau. George A. Weseman will succeed Mr. Wald as head of the suspense bureau.

A letter from Jim Rezab, retired traveling claim adjuster, advises that he spent a few days in the hospital under treatment, and is home now, feeling much better. Hopes to be in to Chicago soon to visit the boys.

Congratulations are due Lois Johnson, our former correspondent, who became the mother of Pamela Lynn on Sept. 2.

New additions to the office the past month were Genevieve Helwig, Mark J. Lange, and James P. Scanlon, formerly in the freight claim dept.

The holy passion of friendship is of so sweet and loyal and enduring a nature that it will last through a whole lifetime, if not asked to lend money.

—Mark Twain

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To the ladies . . . Arona Warren, of the auditor of passenger accounts force, Chicago, caught his 24-pound trout in Lake Superior. It measured 38 inches.

### Office of Auditor of Equipment Accounts

Harry M. Trickett, Correspondent

Clyde Osborn passed away suddenly on the eve of Sept. 9 on a train, en route to visit his son. He had returned to work on Sept. 6 after a two-month absence on account of illness, feeling much improved. Funeral services were held on Sept. 13 and he was taken to Acacia Cemetery for cremation. Clyde, who was 67 years old, had 28 years of service in this office and prior service in the operating department.

Marie Gaerte returned to the job on Sept. 6 after a long illness, looking much improved.

Marie Simpson returned to work on Sept. 6 after an increase of a baby boy in the family on July 14. Another young mother, Alvera Struck, returned on Sept. 19, having had a baby girl on July 16.

Stork showers were given for Elaine Hack on Sept. 15 and for Pauline Broeker on Sept. 23 when they resigned for the blessed event.

Carl Denz and family enjoyed a motor tour into Canada and along the east coast, returning on Sept. 6.

Alice Scibar was honored with a bridal shower on Sept. 23 and married to Chester Scharba on Sept. 24. The groom's sister Marie was bridesmaid. After a honeymoon at Wisconsin Dells, the couple will be at home in their own apartment.

## TERRE HAUTE DIVISION

### Terre Haute District

T. I. Colwell, Correspondent

We are glad to renew our acquaintance with Fred Howe, our former traveling engineer, and Mrs. Howe. Fred is on this division temporarily in the interests of new train operations.

Our bowling team is off to a good start this season, having won nine and lost three, which puts it in top position. The team

October, 1949

consists of Division Engineer Harry Minter as captain, Superintendent A. J. Farnham, Chief Dispatcher A. J. Wright, Car Distributor George Scholl, Clerk Bob Bennett, and Harry Paton, also from the engineering department. Bennett at the present time is carrying better than 180 average.

F. W. Baker, DF&PA, is going to be in the market for a house in October, due to his present suburban abode being sold. He will be glad to hear from anyone who has some good ideas about it.

Trainmaster Plattenberger is also looking for a larger apartment or a house.

Josey Hollis, daughter of Edgar L. Hollis, traffic representative, was married to William Miller of Jasonville, Ind., on July 17. The couple are making their home at 103 South 16th Street, Terre Haute. Mr. Miller is with the Universal C.I.T.

Betty Van Leer, assistant time revisor, has announced her engagement but isn't making the date of the big event public at this time.

Miss Naomi Criss, B&B department, planned to visit friends in Seattle in October.

Harry Paton, of the engineering department, has a shiny new yellow jeepster—and is it yellow!

Dick Coffee, engineering department, has planned a combination vacation and big game hunting trip in Idaho for October. He and his family will drive as far as Miles City, Mont.

This correspondent and Mrs. Colwell visited Trainmaster Paul Bridenstine and family in St. Maries, Idaho, during late August and early September and with the friendly cooperation of other employees and residents of St. Maries, saw many of the points of interest in that beautiful mountainous section of the country. Paul, who is a former dispatcher of the Terre Haute Division, has now been transferred to Moberly, S. D.

Gale C. "Doc" Craig, retired conductor, has been spending the winter for the past several years in Mexico and he doesn't return until the robins are pretty well established again. He expects to leave this year with the first heavy frost. Doc particularly likes the country and people in the vicinity of Oxahaca.

At this time L. R. Sims, our veteran agent at Crane, Ind., is seriously ill in a hospital at Bedford.

### West Clinton Area

Earl H. Lehman, Correspondent

Orville E. Shoptaugh, 75, retired conductor, died at his home in Terre Haute in September. "Shop" retired while conductor on the Terre Haute-Bedford passenger train, although most of his service was at West Clinton. He leaves many friends both here and at Terre Haute.

Carman Roy Newton and wife enjoyed an eleven hundred mile motor trip through the Smokey Mountain region in August.

Roundhouse Foreman Jack Gavin and wife motored through the western states in August and visited Mrs. Gavin's sister in Colorado.

When Traveling Engineer F. C. Metz was a boy he looked forward to being 21 so he could be his own boss. Then he got married. On Aug. 26 he and Mrs. Metz celebrated their 28th wedding anniversary.

Conductor and Mrs. Mark Hewitt returned in September from Hot Springs, Ark., where M. L. had been for his health. He is looking fine.

Brakeman David Amerman and family motored to Kentucky in September. Dave likes the Blue Grass country.

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Chicago, Illinois

Roundhouse Foreman Harry Richard is driving a new Pontiac.

Conductor and Mrs. Louis Cooper vacationed through western states and on to San Francisco recently. Louis has stickers all over his Plymouth to prove it.

Chief Clerk Homer McCown and wife vacationed in Kentucky and Georgia. Homer is almost sure he saw Foreman Tom Gish's old homestead in Kentucky.

Engineer and Mrs. Reed McGinnis and Store Helper and Mrs. Elisha McDonald vacationed in Wisconsin the early part of September. Let's see, that's where all the big fish are.

Brakeman and Mrs. O. A. Young are moving right on the main highway, having recently purchased the property of Conductor Glenn Ferguson. The latter will move to Clinton.

Operator C. A. Parr has bid in the relief telegrapher job here at West Clinton.

Joe Taylor, retired conductor, has been seriously ill for some time at his home in Terre Haute.

Yard Clerk Ray Williams purchased a new Chevrolet in September and he and Mrs. Williams left immediately for a vacation trip to Chicago.

Car Foreman J. C. Davis was on vacation in September and with Mrs. Davis had planned to visit his daughter in Griggsville, Ill. However, on account of serious illness of Mrs. Davis they were unable to leave home.

Mrs. Fern Lechner, wife of Carman James Lechner, has been in the Paris, Ill., hospital for some time.

We are sorry to report the serious illness of Engineer Earl Cook. Earl made his home here for a number of years before moving to Bedford. He has a daughter, Clara, wife of Brakeman Elwood Endicott, and a son Harry, living here at St. Bernice.

Conductor and Mrs. M. F. Ernhart have been vacationing in Louisiana and other southern states. He should be back on his north pool job before long. (Frank found more broken rails last year than any other trainman.)

Yard Clerk Bill Hewitt and wife enjoyed a "Pontiac" trip through the Southwest and on to Hot Springs, Ark., recently.

Brakeman John Beard surprised the boys recently when he returned from town in a new maroon Chevrolet.

Mrs. Ann Kyle, wife of Car Inspector Everett Kyle, is seriously ill in the Paris, Ill., hospital at this time.

Brakeman Mack Chambers has retired on account of his health. This reporter and Mack spent many of their boyhood days together, as far back as 1912, and we join with his many friends in hoping his health will improve.

Car Oiler Jerry Board gave his lunch to a wayfaring man one day in September and

had to wait until his wife sent him a replacement. Then, Brakeman Paul Wise was seen feeding a portion of his lunch to a crippled dog. Railroad boys are not such a rough bunch after all.

Carman Helper Dale McCauley and wife are the parents of a baby girl born Sept. 19.

A card from Conductor and Mrs. William G. Pate informs us that they are enjoying an autumn vacation in Wheeling, W. Va.

## ROCKY MOUNTAIN DIVISION

### Northern Montana

*Pat Yates, Correspondent*

Firemen Brewington and Danley were released from the hospital recently and are now recuperating at home.

Mr. and Mrs. Barnett of Mount Rainier, Wash., are visiting at the home of Assistant Superintendent F. E. Devlin at this time. They are the parents of Mrs. Devlin.

Dr. E. A. Welden, company physician, was called to Chicago recently on account of the death of his sister.

We are certainly thankful for the beautiful Indian summer we are having, and this reminds me that we have had a record stock business this fall. Hundreds of carloads of cattle have shipped out of here since the beginning of the shipping season. We are also thankful for the excellent business we have on wheat shipments from this territory.

Congratulations to Engineer Tom Erickson and Della Weller of Great Falls who were recently united in marriage.

The O'Neill Miller family of Harlowton were recent visitors at the Pat Yates home. Mr. Miller is an electrician at the Harlowton roundhouse.

## IOWA DIVISION

### East End

*Benjamin P. Dvorak, Correspondent*

Following a brief illness, George Bar-noske, Sr., died at his home in Marion on Sept. 6 from a heart ailment. He was born Nov. 22, 1863, in Prussia and came to the United States when a small boy. He began his railroad career in the spring of 1881 with the Chicago and Atlantic Railroad on the section at Kouts, Ind. Before reaching the age of 21 he was a roadmaster. When the Chicago and Atlantic was sold he was offered a similar position with the Milwaukee and came to Marion on April 15, 1891. He held the position of roadmaster until his retirement on Dec. 31, 1947. Surviving are his wife, a son, George R. of the superintendent's office in Marion; brothers William

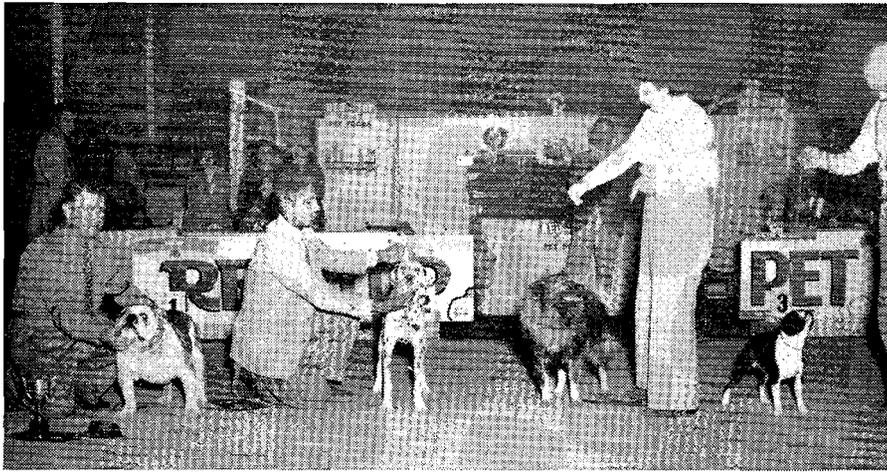
# MARSH & McLENNAN

INCORPORATED

## INSURANCE

231 SOUTH LA SALLE STREET • CHICAGO 4, ILLINOIS

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



Morty, the champion bulldog owned by Assistant Superintendent F. E. Devlin of the Rocky Mountain Division, who was introduced to Milwaukee Magazine readers in February, is still adding to his laurels. Under his official name of Nuggett III, Morty won best breed in bulldogs at the 51st annual Calgary Kennel Club show held at Calgary, Can., on Labor Day, and so completed his Canadian championship. Since he won his U.S. title in 1947 he is now an international champion. The picture above shows Morty at the left winning best of non-sporting group in the Calgary show.

E. of Omaha, Frank of Logan and Joseph W. of Marion. Mr. and Mrs. Frank Baranoske of Logan and William of Omaha attended the funeral services in Marion.

Roadmaster R. H. Becker resumed his duties on Sept. 6 after several months' sojourn in Tucson, Ariz. He was relieved by W. V. Thursby, who has since returned to the position of section foreman at Rhodes.

Wilmer Graze of the B&B department was married to Miss Ellen Stowers of Oxford Junction on Sept. 20 at Anamosa, Ia. They motored to Manilla to visit with his family and will later establish their home in Oxford Junction.

Dispatcher Willis Jordan and wife spent two weeks vacationing with relatives in Park Rapids, Minn. En route home they visited the Chicago Railroad Fair.

Assistant Engineer R. M. Low and family occupied their cottage in the Black Hills of South Dakota for two weeks in August.

Rosamond Mills, daughter of Instrumentman R. R. Mills, has entered her sophomore year at Iowa State Teachers College, Cedar Falls.

Chandler Boetcher, son of Assistant Engineer L. R. Boetcher, has resumed his studies at the state university in Iowa City.

W. T. Hummell, passenger brakeman, made an extensive trip through the West, including Los Angeles, San Francisco, Portland, Seattle and Glacier National Park, returning on Sept. 8.

Mayme Berryhill, of the superintendent's office, accompanied Cedar Rapids friends on a motor trip through the New England states. The trip included stopovers at Niagara Falls and New York City.

Dispatcher H. E. Ramsey was on vacation in August, but due to the illness of Mrs. Ramsey they were unable to take a trip.

Alice McGuire returned to Marion on Sept. 14 from a trip to the Northwest, including a brief visit with the J. B. Dedes in Spokane and friends in Seattle and Portland.

W. J. Turner, retired store helper, and wife are in Grand Forks, N. D., for a visit with their daughter and son-in-law, Mr. and Mrs. Roy Guzzle.

Pumper O. E. Hulshizer and wife spent a vacation recently with relatives in Marshalltown.

While on vacation in September, Pumper

Joe Shedek was confined to his home by illness.

Chief Carpenter D. H. Fisher now has the title of grandpa with the birth of a daughter, Kimberly Lyn, on Aug. 28 to Mr. and Mrs. Alan Fisher of Ames.

Yours Truly and wife spent a vacation visiting in Seattle and Portland, returning on Sept. 26.

### Council Bluffs Terminal

Agnes Kinder, Correspondent

When Car Foreman and Mrs. T. P. Schmidt returned from their recent vacation at Long Beach, Calif., where they visited with their son and family, they immediately put their new Buick to work and headed for St. Paul to spend the remaining days of their vacation with their daughter and family there. On the homeward journey they stopped for a visit with another daughter and son-in-law. On Aug. 25 Mr. and Mrs. Schmidt acquired a new grandchild, Kathleen Ann. The parents are Mr. and Mrs. LeRoy Jessen of this city.

Returning recently from a week's vacation at Colorado Springs were Mr. and Mrs. Max Eckert and daughter Elaine. Max is employed in the store department.

Two Milwaukee families again spent their vacation at Butternut Point, the beautiful resort operated by Wayne Anderson, former lieutenant of police at this station, on Big Whitefish Lake, Pequot Lakes, Minn. Warehouse Foreman Lowell Bryant, wife and son Richard were there in the latter part of July and Chief Clerk Fred Bucknam, wife and daughter Barbara arrived there on Aug. 6.

LaVerne Schroeder, operator and rate clerk, and wife vacationed in August and attended the Chicago Railroad Fair, after which they visited relatives in Gary, Ind. On their return they took time out to see two major league ball games: White Sox and Boston Red Sox.

Chauffeur Leslie Grote, his wife and two children spent their vacation in Chicago and, of course, took in the Railroad Fair. Earl Cook, freight house employe, and wife attended the Fair during the Labor Day holiday.

I understand that Engineer Merle Chris-

## "M-F"

- Lock Nuts (3 types)
- Water-tight Bolts
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**MacLean-Fogg Lock Nut Co.**  
CHICAGO, ILL.

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PILING—TIES

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Egyptian Tie & Timber  
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## MORE PAY through HOME STUDY TRAINING in SPARE TIME

Do you want a better position—a larger salary? They are within your reach—now. LaSalle experts will guide you step by step in gaining business training which leads to greater earnings.

The time-saving, interesting LaSalle Problem Method helps you prepare at home, without interference with your present duties.

Simply mark on the coupon the field in which you desire success, and we will mail you a valuable book describing the opportunities in that field—plus "Ten Years' Promotion in One"—a book which has helped many men. Let us tell you how we have started thousands of average men and women on the high road to success and more money. Check and mail the coupon now.

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A Correspondence Institution

417 S. Dearborn St., Dept. R-224, Chicago 5

Send me full information regarding the course I have marked—without obligation—plus "Ten Years' Promotion in One."

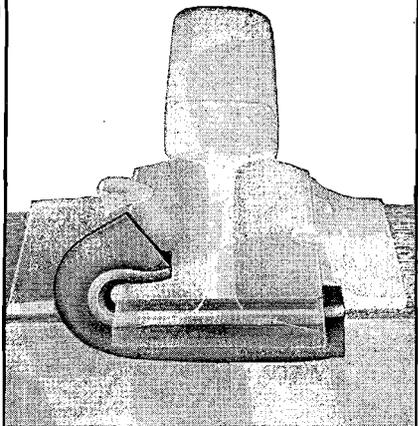
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| <input type="checkbox"/> Higher Accountancy  | <input type="checkbox"/> Salesmanship                     |
| <input type="checkbox"/> C.P.A. Coaching     | <input type="checkbox"/> Traffic Management               |
| <input type="checkbox"/> Bookkeeping         | <input type="checkbox"/> Foremanship                      |
| <input type="checkbox"/> Law: LL.B. Degree   | <input type="checkbox"/> Industr'l Management             |
| <input type="checkbox"/> Business Management | <input type="checkbox"/> Stenotypy<br>(Machine Shorthand) |

Name.....Age.....

Address.....

City.....Zone.....State.....

# Phantom View of the IMPROVED FAIR ANCHOR



**Note**

- Secure grip on rail.
- Lock at opposite end.
- Contact under rail base.
- Bearing against tie and tie plate.

**THE P. & M. CO.**

CHICAGO

NEW YORK

*Specialties*

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

**E. A. AARON & BROS.**  
CHICAGO, ILLINOIS

Youngstown Steel Sides for Repairs to Freight Cars  
Youngstown Corrugated Steel Freight Car Doors  
Camel Roller Lift Fixtures

**Youngstown Steel Door Co. & Camel Sales Co.**

332 S. Michigan Ave.  
Chicago

—OFFICES—  
The Arcade  
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500 Fifth Ave.  
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—PLANTS—  
Hammond, Indiana • Youngstown, Ohio

tensen and wife enjoyed the Fair so much last year that they attended it again this year. Afterward they started out for the West Coast to spend the remainder of their vacation.

Lead Carman Carl Schonberg and son Richard attended the Fair also during their vacation, as did Passenger Car Inspector Arthur Moen. This also held true for Yardmaster Earl Hannum and son Donald, as they spent their vacation this year in Chicago.

We are sorry to report the death of Everett Burrows who retired as an engineer several years ago. He passed away on Sept. 10.

Machinist Helper Voorhis Goodwin has undergone several operations this year but as yet is not able to return to the job. We are wishing for a quick recovery for "Goody."

Machinist Art Kottwitz returned to work recently after a month's absence, due to undergoing an operation.

Heading for a vacation on the West Coast on Aug. 8 were Mr. and Mrs. Ira Mayo. They visited relatives at Laguna Beach and San Diego. Their daughter Dorliss met them at San Diego to spend part of her vacation with them. The family also visited Tijuana, Mexico.

Boilermaker Hugh McLean and wife started their vacation on Aug. 15, heading for Scottsbluff, Neb., where they met a brother who accompanied them on an auto tour of Colorado and New Mexico.

We welcome our new yard clerk, Dean Moen. Dean is a son of Arthur Moen, passenger car inspector at this point.

A welcome is also extended to Martin Schmidt, son of Car Foreman T. P. Schmidt, who started as an electrician on Sept. 26. Martin was formerly employed in the car department at this point for eight years.

General Yardmaster E. E. Smith and family went to Ponca City, Okla., recently to visit friends. They also took in the football game at Lincoln, Neb., between Nebraska and South Dakota.

Switchman Orba Kensing and wife, together with a party of eight, went to Star Lake, Minn., recently to fish. Orba complained of the rocks in the lake and reported that the fishing was unusually poor.

During their week's vacation, Coach Cleaner Fred Woods, wife and son Johnny visited Sioux City, Fort Dodge and other cities in Iowa.

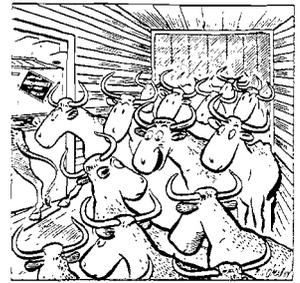
**Middle, West and Des Moines**

*Contributed by Ruby Eckman*

Fireman Earl Green and wife are the parents of a girl born in September. The little miss, who was named Roberta, is the first grandchild in the family of Train Dispatcher Arthur Olson and Edward Green, retired conductor.

Dr. Edward Anderson, for many years a Des Moines physician, passed away in September. He was a son of the late Olaf Anderson who was a chief carpenter on the Iowa Division for many years.

Earl McDowell, switchman on the Perry



"This is my first trip to town."

yard force, was married to Velma Elliott of Dawson on Aug. 28. The ceremony took place at the Methodist Church in Perry before a large company of relatives and friends. The young couple will make their home in Perry.

The Frank Bresee family moved to Chicago in September to make their home. Frank is employed in the roundhouse at Bensenville. He was one of the men cut off at Perry when the force was reduced recently.

Engineer Percy Salzgebber who was a patient at the Veterans' Hospital in Des Moines for several weeks following a heart seizure returned to his home in Perry the fore part of September.

A. B. Cate, retired conductor, has been a patient at the Kings Daughters Hospital in Perry for treatment. Frank Johnson, retired conductor, was also a hospital patient for a few days in September.

Perry friends of the Barnoske family in Marion learned with regret of the death of George Barnoske, retired roadmaster. George was well known to the old time railroad men on the Iowa Division.

A son born to Mr. and Mrs. James Aspinall of Sioux Falls, S. D., on Sept. 8 is another grandchild in the family of Arthur Aspinall of the Perry roundhouse force.

Thomas K. Young, an Iowa Division fireman who was on leave of absence on account of eye trouble, died in San Bernardino, Calif., where he was visiting. Burial was in Violet Hill cemetery where military rites were held, as he was a veteran of World War I.

"Mac" Freestone, who led every Railroad Week parade sponsored by the Perry Service Club, died at his home in Perry in September. He was 98 years old. For years he rode a spirited horse at the head of the parade, but for the last Railroad Week parade he rode with the chairman of the club in a jeep.

Conductor L. R. Santee and Stashia Dayton were married on Aug. 26 in Minnesota.

Conductor Frank Chapman was a patient in a Des Moines hospital in September following an operation.

Mrs. Albertina Bostedt who made her home in Perry with her daughter, Mrs. E. A. Rumley, died in August following a long illness. Burial was at Minden, Ia.

Coral Hunter, daughter of Mr. and Mrs. Archie Hunter, was married on Aug. 23 at St. Patrick's Church in Perry to Robert Giffin of Minneapolis. They will make their home in Ames.

Gene Blaisdell of the store department force at Perry was married in August to Helen Kaulzarich of Perry. They will make their home in Perry.

Shown here for the information of employes is one of a series of Milwaukee Road advertisements currently appearing in magazines of national circulation. The one at the right has appeared in *Newsweek*, *Time*, *Fortune*, *U. S. News World Report* and *Trains*. It will be seen shortly in *Business Week* and *Nation's Business*.

Conductor Harlie Wichael has a new grandson, Gary Phillip Waters, born on Sept. 13. The mother is Harlie's daughter Virginia.

Following its summer recess, the Service Club at Perry resumed its meetings in September, having an extra good attendance and an interesting and profitable meeting.

"Patricia" is the name which Engineer and Mrs. Robert Rogers gave to their new daughter. The baby was born in September and makes one more grandchild in the family of Engineer William Rogers. Another new grandpa on the Division is Conductor Harold Lientz. Harold's son Jack became the father of a boy on Sept. 20. Another conductor who has a new member in the family is F. H. McDevitt. A son born to Mr. and Mrs. James Cosgrove in Cherokee, Ia., is a grandson of the McDevitts.

The population of the town of Aspinwall on the west division was increased the latter part of September when a son was born to Agent R. E. Burns and wife.

Mary Margaret Ryan, daughter of Engineer P. J. Ryan, who has been in New York the past year, has returned home. She graduated last year from the University of Iowa as a dietician and has been at the Veterans Hospital in New York serving her internship. After a visit with her parents she will take a hospital position.

Engineer Bert Cline and wife accompanied their daughter Katherine to Oklahoma City in September to consult a specialist.

Viola Ranes, clerk in the office of Assistant Superintendent Stewart at Perry, took her vacation and an extra week in September to visit her daughter and two sons in California. The former correspondent for the Iowa Middle and West contributed this news during her absence.

## LA CROSSE & RIVER DIVISION

### Second District

H. F. Ogden, Correspondent

Engineer L. M. Caylor and Mrs. Caylor returned recently from a vacation trip visiting their daughter Joyce and son-in-law at Everett, Wash. They also attended the Chicago Railroad Fair.

Miss Sylvia Lorraine Tomczak, Park Falls, became the bride of Donald H. Conklin in St. James Catholic Church, Wausau, on Aug. 27. A wedding dinner for 100 guests was served in the Crystal Room of the Hotel Wausau and a reception was held later at the home of the bridegroom's parents. Donald is the youngest son of Engineer Charles A. Conklin.

October, 1949



*How to relax... and hurry!*

## RIDE THE Hiawathas



*Beautiful diners add to your enjoyment of fine food*

Going where you go is a great fleet of new Milwaukee Road HIAWATHAS that are famous for giving the smoothest and quietest of high speed rides. Sink back restfully while these Speedliners race through the miles. Savor the pleasant warmth of Milwaukee Road hospitality.

HIAWATHA equipment, the newest and finest on rails, includes such innovations as Skytop Lounge cars, radio-equipped Tip Top Tap cars, private-room sleepers and Luxurest coaches of new design. H. Sengstacken, Pass'r Traf. Mgr., 708 Union Station, Chicago 6.

### OLYMPIAN Hiawatha

Chicago—Twin Cities  
Spokane—Seattle—Tacoma

### TWIN CITIES Hiawathas

2 a day each way  
Chicago—Milwaukee  
St. Paul—Minneapolis

### MIDWEST Hiawatha

Chicago—Des Moines—Omaha  
Sioux City—Sioux Falls

### CHIPPEWA Hiawatha

Chicago—Milwaukee  
Green Bay—Upper Michigan

### NORTH WOODS Hiawatha

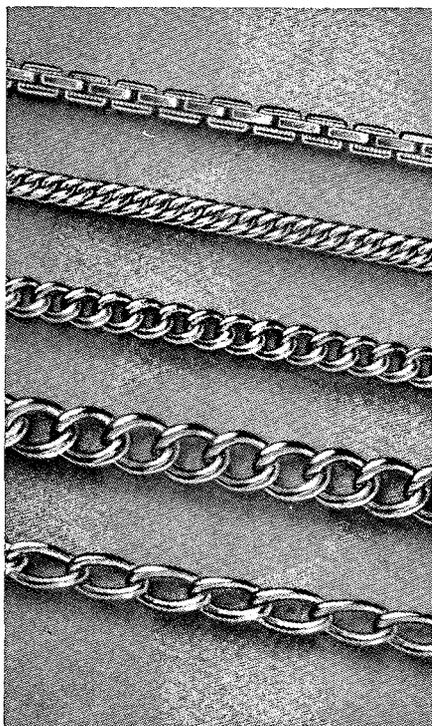
Serving Wisconsin River Valley



*Pleasing informality keynotes the Tip Top Tap car*

**THE MILWAUKEE ROAD** *Hiawathas are rolling 9000 miles a day!*

# A Non-Stop Run for 30 Years



Recently, a person wrote to us and told us that he has been wearing the same Simmons chain for the last *thirty* years. Is there any wonder that railroad men who *must* have smart-looking watch chains that will withstand heavy everyday wear insist . . . almost to the man . . . on Simmons Quality Gold Filled Chains.

**R. F. SIMMONS COMPANY**  
Attleboro, Massachusetts



Charles Shaft, formerly on the third trick, is working the relief position in the dispatcher's office at Wausau. We are looking forward to the arrival of L. G. Fredrick who is returning to the dispatcher's office as third trick dispatcher after an absence of several years during which he was dispatcher in Milwaukee.

Chief Train Dispatcher M. H. Harrington and Mrs. Harrington attended the funeral of Mrs. Harrington's brother, James Kocha, who died suddenly at Green Bay, Wis., recently. Mr. Kocha was employed as roundhouse foreman at Green Bay at the time of his death.

Conductor Ralph Chamberlain and wife have returned from their vacation which they spent in Washington state and Canada.

Conductor C. J. Akey, Mrs. Akey and son John spent a few days in Chicago recently attending the Railroad Fair.

Conductor O. G. Olson retired as of Oct. 1. Mr. Olson entered railroad service as a trainman on the Wisconsin Valley Division on Jan. 9, 1907. He has disposed of his home at Tomah, Wis., and plans to make his permanent winter home in California, where many of his relatives are located.

Mr. and Mrs. Walter Rahn (section foreman at Knowlton and wife) visited their daughter in West Virginia recently.

Willard Leney, son of Conductor Bert Leney, has entered his senior year in the College of Engineering at the University of Michigan.

James Delaney, son of Mrs. G. F. Loomis, roundhouse clerk at Wausau, has returned to Denver, Colo., where he attends Denver University. This is his second year there.

The two sons of Carman Albert Kasten, Wausau, have returned to school; Myron attending business school in Milwaukee and Harold attending the University of Wisconsin.

Conductor H. R. Johnson, who is legislative representative of the trainmen's organization, is spending several weeks in Cleveland in connection with organization affairs. Mrs. Johnson accompanied him.

Mr. and Mrs. John Saley of La Crosse observed their golden wedding anniversary on Aug. 27 with a reception at the Knights of Pythias Hall for members and families of the Knights of Pythias, Pythian Sisters, Brotherhood of Railroad Trainmen and the auxiliary, and the Milwaukee Road Women's Club. John retired as switchman in La Crosse yard in 1943 after 47 years of service. The couple had two children, Clifford, also a switchman in La Crosse yard, and Mrs. Gordon Blankenship. There are 12 grandchildren.

Am sorry to report that E. B. McMinn, supervisor of train control with headquarters at La Crosse, suffered a paralysis while at Chicago on Sept. 20. At this writing we learn that his condition is serious.

## CHICAGO TERMINALS

Union Street

*Florence LaMonica, Correspondent*

It sure helps to be a juggler if you go to the K&M restaurant for a bottle of coffee and a sandwich. The antics are very funny when someone else is doing it, but when you have to spread mustard on a hot dog while juggling a bottle of hot coffee it can be exasperating. If you need lessons in this art Oscar Nelson will be your teacher.

Bob Hance, Bill Kirscher and Bob Walsh have left our happy family and moved to other stations. Three swell boys, and we wish them luck in their new duties.

## La Crosse Wedding



Two members of the Milwaukee Road family who had been friends for many years were married in St. Joseph's Catholic Church, La Crosse, Wis., on June 25. The bridegroom was John G. Wind, engineer on the Olympian Hiawatha between La Crosse and Milwaukee and second on the La Crosse Division seniority list. His bride was Miss Verna Breuer, a daughter of La Crosse Division Engineer George Breuer who passed away early this year. Wind and Breuer were close friends before the latter's death.

Marge Klein has moved from Galewood to Union Street to become comptometer operator, and Dorothy Potter has returned to service.

The bowling teams have started the new season. Their initial enthusiasm indicates that future reports will be very interesting.

Remember, folks, we need five rooms—north or northwest.

## Sleeping and Dining Car Department

*Marie Keys, Correspondent*

Frank J. Wozny, dining car inspector, retired on Sept. 10 after 30 years with the Road. Wozny is a native Chicagoan and learned the culinary art on a Great Lakes steamer. As a mess sergeant with the U. S. Motor Transport Division during World War I he planned and supervised the serving of more than 20,000 meals a day in the mess halls at Dijon, France. Wozny is looking forward to a "busman's holiday." Says he is going to do some traveling and hopes, with his Paris-born wife, to make a return visit to France.

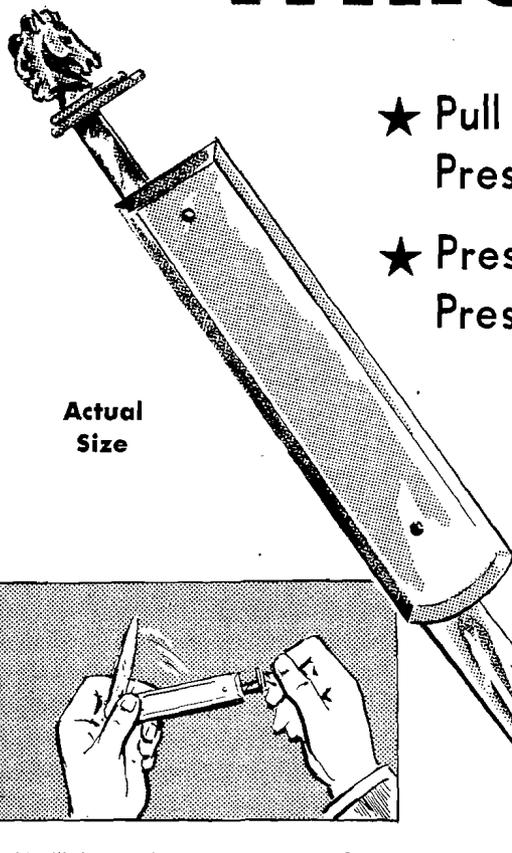
Three deaf gentlemen were aboard a train bound for London.

"What station is this?" inquired the first one at a stop. "Wembley", answered the guard. "Heavens", said the second gent, "I thought it was Thursday!" "So am I", exclaimed the third. "Let's all have a drink!"

The Milwaukee Magazine

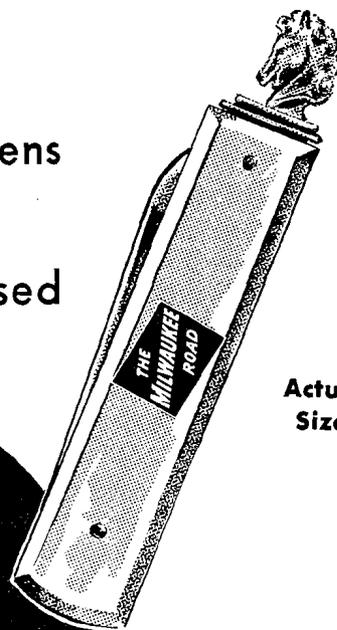
SEE OUR COLORED PAGE INSERT

# New WHISK-AWAY Knife



Actual Size

- ★ Pull the horse's head!  
Presto! The knife blade opens
- ★ Press down on the head!  
Presto! The blade is recessed

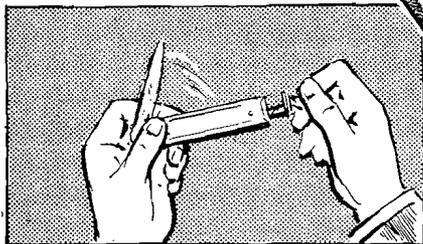


Actual Size

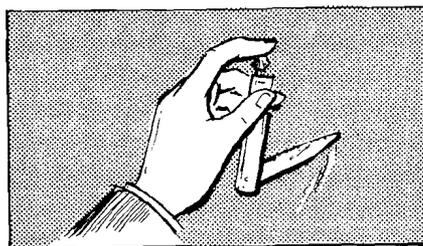
ONLY  
75¢

With THE MILWAUKEE ROAD Emblem

MAIL  
COUPON  
BELOW  
FOR YOURS  
TODAY!



You'll find a dozen and one uses for this handy knife with the 1 1/2 inch steel blade in rustproof brass jacket. Pearl gray plastic handle features the "Milwaukee Road" emblem.



You'll be amazed to see how easy it is to open or close this knife. No more broken finger nails—simply pull the horse's head and your knife's ready to use.

Be Sure to see our extensive selection of KNIVES — PENS — PENCILS — LIGHTERS — KEYRINGS. Every one can be ordered with the emblem

## MAIL COUPON TODAY!

CROWN COMPANY  
278 S. Wabash Ave., Chicago 4, Ill.

Please send me ..... Whisk-Away Knives at 75c each.

Name .....

Address .....

City..... Zone..... State.....

# CROWN CO.

218 S. WABASH AVE., CHICAGO 4, ILL.

There is no safer place for  
your account than the

**FIRST WISCONSIN  
NATIONAL BANK**

of Milwaukee.



Over 96 years of continuous  
banking service.

•

13 Convenient Offices  
throughout Milwaukee

•

Member Federal Deposit  
Insurance Corporation

## Bensenville

*Dorothy Lee Camp, Correspondent*

Floyd Sowers, retired Illinois Division conductor, is now living at 1922 Fulton Street, Rockford, Ill. Floyd has been a hard one to track down. Thanks to Illinois Division Conductor Bill Schmeig for locating him. Bill reports that Floyd is fine and would like to hear from his old pals.

Marge Goodman, formerly of the Galewood office, is now relief rate and bill clerk at Bensenville. Margie Meier has also returned for relief work two nights a week, as relief for George Rogers' bill clerk. Tony Martinek is back on his old job as first train clerk for the Bensenville north yard.

The switchmen finally got in the money when Sam Collier came up with the winning ticket of the Railroaders 2600 Welfare Club of Chicago. Bet Sam is still pinching himself to see if that thousand is real.

John Duffy, relief rate and bill clerk at Bensenville, is one big grin over the new 1949 Ford he's driving—it's his very first car. Trainmaster Johnny Melvin is sporting a new green Kaiser. Tony Martinek is once more riding, with a new black Plymouth.

Has anyone seen a golf instruction book around the Bensenville office? If so, please return it to George Rogers before he sells Special Officer Vern Schroeder's clothes. The book has disappeared, and because Vern has not been able to find it, "Buck" threatens to sell Vern's clothes—or even Vern—for two bits.

Len Phillips, clerk at Bensenville, spent a part of his recent vacation time astride a Whizzer motor bike. Len left Franklin Park one morning at 8:00 A.M. and reached McLeansboro, a distance of 312 miles, the following day at 2:00 P.M. On the return trip he made 328 miles in 14½ hours. The total mileage was 733 and the cost of gas and oil \$1.75. Herb Duga, chief night clerk, won a dollar bet from "Buck" Rogers that Len could make the trip without any trouble.

Switchman Harry Miller retired in early October after some 40 years of service. The north yard won't seem the same with "Uncle Harry" gone. "Never make your job easier by making some other fellow's harder," seemed to be Harry's code, and one of the reasons why everyone liked him. Yard Clerk George Cornell showed up for Harry's retirement with a huge bouquet of mixed flowers and vegetables.

Man of the House: "I miss the old cuspidor since it's gone."

Wife: "You missed it before. That's why it's gone."



Mr. and Mrs. Robert Petersen of Chicago who were married in Sioux City, Ia., on Sept. 10. Petersen is a dining car cook on the Northwoods Hiawatha and his bride is the former Virginia Curtis, daughter of Boiler-maker John Curtis of the Sioux City yards. The romance developed through a meeting on the Columbian two years ago.

## MADISON DIVISION

*W. W. Blethen, Correspondent*

Engineer and Mrs. William Doris of Madison announce the marriage of their daughter Ruth Elizabeth to William M. Cunningham on Sept. 14 at Beloit, Wis. A wedding dinner was served at the Wagon Wheel, Rockton, Ill., followed by a reception in St. John's church parlors. The young people are at home at 1922 Bluff Street, Beloit.

Charlie Kirwin, retired machinist, and Mrs. Kirwin recently celebrated their 54th wedding anniversary with a family dinner at their home.

Eugene R. Doyle, retired agent, passed away at a Monroe hospital on Sept. 26. Mr. Doyle retired in January, 1948, due to failing health. Funeral services were conducted at St. Victor's Church, Monroe, with interment at Gratiot. He is survived by his wife.

H. H. Sternhagen, switchman in Madison



## The Answer to Your Heating Problem

is a

## WARM MORNING COAL HEATER

For Sale by Leading Coal Merchants  
and

Retail Stores Everywhere

**REPUBLIC COAL & COKE CO.**

General Offices: 8 S. Michigan Avenue, Chicago

Branch Offices: St. Louis, Minneapolis, Indianapolis, Peoria, Detroit, Milwaukee, Cleveland, New York, Cincinnati, Evansville, Washington, Philadelphia. Lake Michigan Dock at Milwaukee

yard, recently returned to service after an absence of a year due to an injury.

William E. A. Slightam, retired engineer, and Mrs. Slightam of Madison announce the marriage of their daughter Lucile to Willard R. Balch of Madison. The marriage was solemnized on Sept. 10 at Grace Episcopal Church.

Engineer Herman Haugen and Mrs. Haugen have returned from their trip to Norway. From all reports they had a wonderful time.

Engineer Walter Koenig died at a Madison hospital on Sept. 14 following an illness of several weeks. Mr. Koenig started his railroad service as a fireman on the Madison Division in September, 1902. Funeral services were conducted in St. Raphael's Cathedral. He is survived by his wife and four sisters.

Agent H. Smith and family of Woonsocket, S. D., were recent visitors at the Rolie Marlett home.

J. J. O'Connor, retired signal maintainer, is recovering at his home following an illness.

Ann Elizabeth Cardine, daughter of G. L. Cardine, pontoon engineer of Prairie du Chien, became the bride of C. M. LeGeune on Aug. 20 in St. Gabriel's Church. A wedding breakfast and reception were held at the bride's home.

Switchman John J. McCartney of Janesville, Wis., retired on Sept. 15, closing a railroad career of 47 years.

Announcement is made of the engagement and approaching marriage of Miss Mary Turner of Janesville to Telegraph Operator Roland E. Coats of Milton Junction.

Trainmaster S. E. Herzog has moved his family from Tacoma, Wash. They are at home in the Randall Apartments, Breese Terrace.

On Aug. 16 in St. Anthony's Catholic



**Bob Richter, train dispatcher on the Kansas City Division at Ottumwa, Ia., and his young son Thomas Robert ready for a spin in their car. Until recently Bob was extra dispatcher on the Madison Division.**

Church at Highland, Wis., occurred the marriage of Miss Joanna Marie Fecht and Agent C. L. Hying of Woodman. A wedding breakfast was served at the Nelson Cafe at Muscoda, after which the newlyweds departed on a trip to New York City. They are now at home at Boscobel.

Arlene A. Meuer, daughter of Station Baggage Agent William Meuer, was married recently to Robert Lumsden of Madison. A reception for 300 guests was held at the Park Hotel. Upon returning from a motor trip through the Smokey Mountains the young people are at home at 701 Ridgewood Street, Madison.

Mrs. Orville Roberts, wife of car foreman at Janesville, underwent an operation at a Madison hospital recently. Latest report is that she is getting along nicely.

Mrs. Mary Doyle, widow of the late James Doyle of the car department, died suddenly at the home of her son James on Sept. 24.

Mrs. Addie Jane Gorst, widow of the late James Gorst, crossing flagman, died at a Madison hospital on Sept. 7, following a long illness.

## D & I DIVISION

### First District

*E. Stevens, Division Editor*

J. M. Cassidy, well known conductor on the second district, retired on July 25, making his last trip on Nos. 21-22-23-24 connecting with the Midwest Hiawathas at Green Island. Mr. Cassidy started in railroad service as a brakeman in 1891 and completed his 58 years of service without an injury.

Switchman and Mrs. S. B. McCall recently visited their son Sherrod at Martha's Vineyard and Oak Bluff, Mass. Sherrod attended the Priscilla Drama Festival summer school at Plymouth during the past summer and appeared in several plays given by the school and by stock companies. He will enter Northwestern University at Evanston, Ill., as a freshman this fall.

Charles A. Lawrence, baggageman on the first district for many years, passed away in Elgin on Sept. 13. He began his railroad service as a brakeman on Feb. 24, 1920, retiring on Sept. 29, 1947, on account of ill health.

Charles Fisher, retired car department employe, Savanna, passed away at his home in

# MAGNUS METAL CORPORATION

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CHICAGO

Savanna on Aug. 29. He was born in Chicago, educated in Switzerland and France, and since his retirement in April, 1937, served as police magistrate and justice of the peace at Savanna. Surviving are his widow and a daughter Alice.

Jesus Medina, maintenance of way employe, died of a heart seizure on Sept. 26. Mr. Medina was born in Mexico and came to Savanna some years ago.

Mr. Shraulek, mechanical department employe at Savanna, passed away on Sept. 10 in the city hospital. Surviving are a brother, Rev. Steven Shraulek of Petersburg, Va., who said the funeral mass, and two sisters and a brother in Czechoslovakia.

Archie Day, retired Iowa Division engineer, passed away at his home in Savanna on Sept. 28 following a lengthy illness. Surviving are his widow and three daughters.

### Quad Cities Area

Marion L. Arnold, Correspondent

Sympathy is extended to Freight Service Inspector E. P. McLarnon on the recent death of his father in Freeport, Ill. The senior McLarnon was 81 at the time of his death. He served for many years as section foreman out of Freeport.

John C. Reddish, who was employed as crossing flagman at the Gaines St. yard for many years, died on Sept. 15. He had been in ill health since June. Survivors include three daughters and three sons. Pallbearers, all Milwaukee employes, were Louis Langtimm, Walter Abraham, G. E. Secoy, E. Cox, E. L. Wayland and John L. Pierce.

Cornelius F. O'Brien died on Sept. 13. Mr. O'Brien was a veteran switchman with over 40 years of service. He retired about 10 years ago. Pallbearers included Switchman Carroll Richardson and J. J. Flanagan, retired trainmaster.

Joe Boyle is the new storekeeper at Nahant. Frank L. Brenton is now stationed in Mason City and he was presented with a gift by the employes at Nahant before he left. Your correspondent regrets his departure very much, as he always went "all out" to contribute news for this column.

George Geyer, agent at East Moline, recently spent two weeks fishing in northern Wisconsin and was lucky enough to bring home part of his catch. Leona Thode, per diem clerk at Davenport, spent her vacation at Lake of the Ozarks, also fishing. Fern Dillig, secretary to F. Hagendorn, DF&PA, toured Colorado on her vacation.

Switchman Verne Mason won a Crosley refrigerator at the tobacco dealers' picnic on Sept. 4.

## Retirements

(Continued from page 16)

POLCYN, BERNARD H.  
Switchman .....Milwaukee, Wis.  
SAKOWSKI, STANISLAW F.  
Carman .....Milwaukee, Wis.  
URMANSKI, IGNATZ  
Chauffeur .....Milwaukee, Wis.  
WHITE, OSCAR  
Switchman .....Milwaukee, Wis.

### Off Line & Miscellaneous

KNAPP, WILLIAM J.  
Trav. Frt. Agent .....New York, N. Y.

### Rocky Mountain Division

DOOLEY, THOMAS W.  
Ex. Gang Laborer .....Sunrise, Mont.  
LOUKA, EVANGEL  
Section Foreman .....Drexel, Mont.  
SCHEYTT, JACOB J.  
Custodian .....Maudlow, Mont.  
ZUBER, GUS  
Roundhouse Foreman .....Avery, Idaho

### Superior Division

BUTELEWSKI, JOSEPH J.  
Crossing Flagman .....Menasha, Wis.  
MATEJU, PAUL E.  
Loco. Crane Engr. ....Green Bay, Wis.  
YAUNKE, ALBERT G.  
Car Inspector .....Channing, Mich.

## "MIKI Dad" Rides Olympian Hiawatha



Earl Moore, "MIKI Dad," is congratulated by Fireman John A. Johnson (left) and Engineer Sam E. Wynn of the Olympian Hiawatha crew. (U. S. Army photo.)

AS THE Olympian Hiawatha drew into the Tacoma station on Sept. 20 it was greeted with a skirl of bagpipes and a delegation of important citizenry. The welcoming fanfare, it developed, was for a quiet gray-haired passenger, Earl Moore of West Frankfort, Ill., who was on his way to Ft. Lewis, Wash., to become the foster "dad" of the 2nd Infantry and to go along for the ride during peacetime maneuvers in the Hawaiian Islands (Operation MIKI).

Moore, a retired coal miner, was chosen "MIKI Dad" from some 15,000 fathers of Army men through a contest letter written by his son, Cpl. Virgil B. Moore. Corporal Moore nominated his father for the honorary post and for the two-month vacation trip to Hawaii because he had raised

11 children of his own and three orphans, and consequently never had an opportunity to travel. "He is a good mixer" the son wrote, "and enjoys meeting new people. He had three sons in service during the war and I entered the Army 18 months ago. My dad has been a close follower of the Army because of the service we boys have put in, and he is very interested in all of our experiences."

Corporal Moore was in the welcoming committee which greeted his father when he alighted from the Hiawatha. Others on hand were Mayor C. V. Fawcett with officials of the Chamber of Commerce, Col. J. H. Tully, Ft. Lewis chief of staff, and a delegation of Army dignitaries, and the Ft. Lewis Kilted Scottish Band.

### Terre Haute Division

CLARK, RAYMOND H.  
Car Inspector .....W. Clinton, Ind.  
JENKINS, ELMER  
Brakeman .....Latta, Ind.  
KUTCH, HERMAN J.  
Conductor .....Terre Haute, Ind.  
LAKE, FRED L.  
Loco. Engineer .....Terre Haute, Ind.  
TERRY, LESLIE T., SR.  
Ex. Gang Laborer .....Humrick, Ill.  
WARREN, OTTO  
Section Laborer .....Williams, Ind.

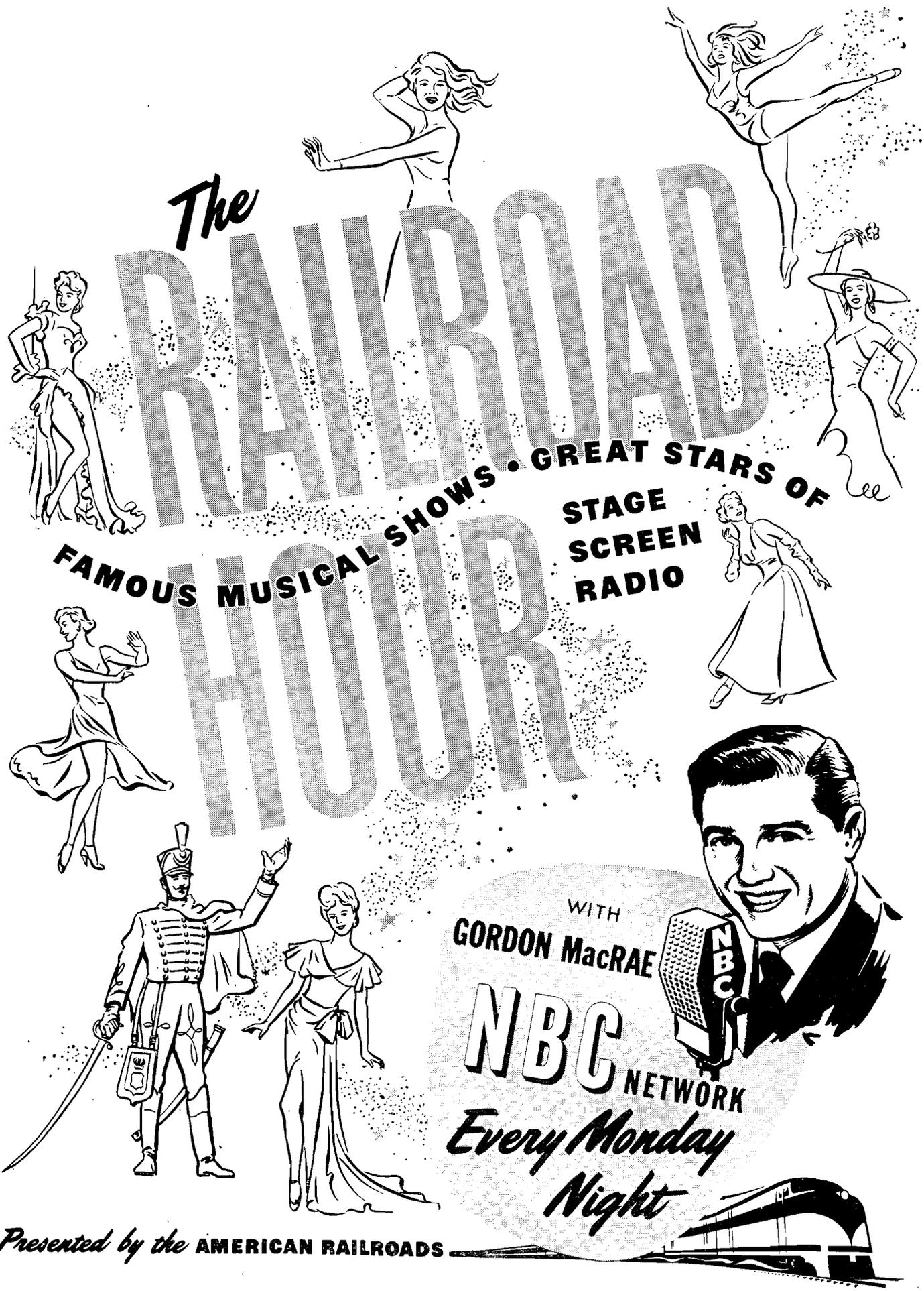
### Trans-Missouri Division

DINIUS, STEVE A.  
Car Inspector .....Miles City, Mont.  
McGUIRE, GEORGE G.  
Yard Clerk .....Miles City, Mont.  
TURNER, HUGH  
Mach. Helper .....Miles City, Mont.  
WATKINS, CLAUDE E.  
Conductor .....Miles City, Mont.  
WHEELER, CARRIE B.  
Cook .....Mobridge, S. D.

WRIGHT, RALPH  
Conductor .....Mobridge, S. D.

### Twin City Terminals

BREELEY, OLAUS  
Carman .....Minneapolis, Minn.  
CAROTHERS, JOHN L.  
Coach Cleaner .....Minneapolis, Minn.  
FAHEY, HAROLD J.  
Clerk .....Minneapolis, Minn.  
FERRARI, MIKE E.  
Supply Man .....St. Paul, Minn.  
FOGEL, JOHN  
Boilerwasher .....Minneapolis, Minn.  
PENNOCK, HOWARD S.  
Coach Cleaner .....Minneapolis, Minn.  
PETERSON, ARTHUR W.  
Asst. Stationmaster .....Minneapolis, Minn.  
SCHREMSE, ALFRED  
Mach. Welder .....St. Paul, Minn.  
THORP, HARRY  
Ex. Gang Laborer .....Minneapolis, Minn.  
WILHELM, GEORGE F.  
Checker .....Minneapolis, Minn.  
YELICK, CHARLES A.  
Gang Foreman .....Minneapolis, Minn.



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**SCREEN**  
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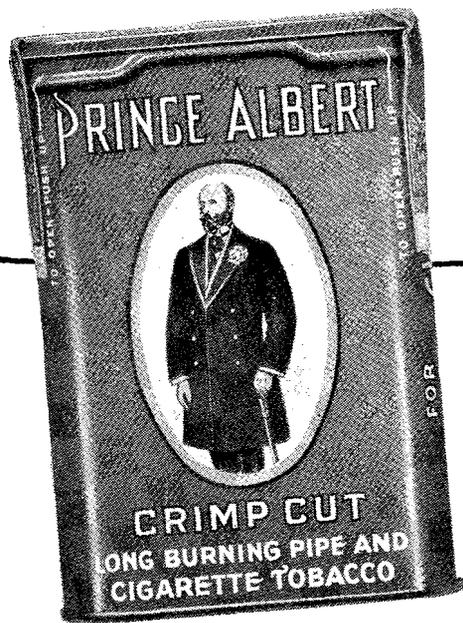
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