

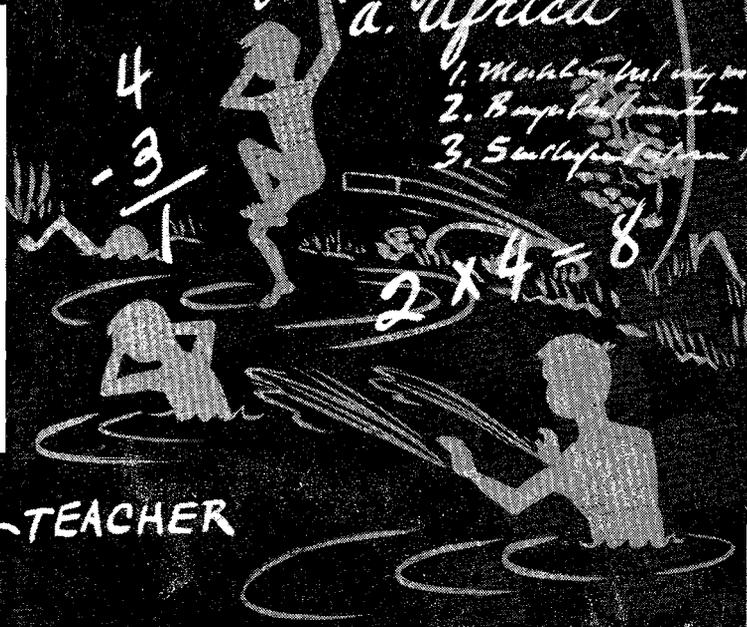
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Geography Lesson #1  
a. Africa

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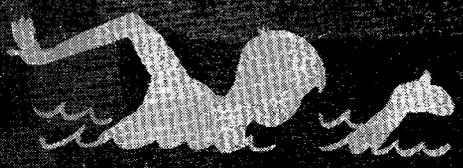
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THE  
MILWAUKEE  
MAGAZINE

Chicago, Milwaukee, St. Paul and Pacific Railroad



TEACHER



Summer's End

# The year that got away—



LONG AGO, he'd planned the year, the day, the hour of his retirement.

But now, a year beyond that date, his desk is still open . . . the weekday trout still in the brook.

What happened? Unexpected expenses . . . Nickie starting college . . . the last of Mom's hospital bills. He never really figured it out. But the happy day he planned was no longer in sight.

*A lot of years* are getting away from a lot of people . . . because they don't have a plan which helps them save money *regularly*. But there *are* people—millions in the country—who are making the most of the years, by investment in United States Savings Bonds.

It's an easy, automatic way of insuring a financial future, thanks to two simple, *automatic* plans:

**1. The Payroll Savings Plan**, at the firm where you are employed. You get a bond just as often as you like.

**2. If not on a payroll**, you can get a bond every month, through the Bond-A-Month Plan at your bank.

Don't let another year—another moment—escape you. Sign up today.

## Automatic saving is sure saving— U.S. Savings Bonds



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# THE MILWAUKEE MAGAZINE

Chicago, Milwaukee, St. Paul and Pacific Railroad

SEPTEMBER  
1949

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## THE MEASURE OF A MAN

*The following article, written by J. B. Shores, director of public and employe relations of the Texas & Pacific Railway Company, is reprinted from the August issue of Topics, the T&P's monthly magazine for employes.*

TRUE GREATNESS comes to few men. Those few are, without exception, simple, kindly men who walk humbly with their God and their fellowmen.

We measure a man's true character by the manner in which he treats his subordinates in his business life. The ability to rise above pettiness and personal ambition determines whether or not a man has the qualities of leadership. The willingness to meet beggars and kings on a common level determines the degree of greatness to which a man can aspire.

Little men, hiding behind their limited authority, are arrogant and insolent as they guard the outer gate. But once we penetrate the barrier of little men and reach the man at the top, we find a man who is considerate and courteous and has the common touch.

The big man is easy to approach and easy to talk with. He treats his employes as people instead of automatons. He invites them to bring him their problems because he is interested in their troubles and anxious to provide advice and counsel in solving them.

The truly great man wins the loyalty and support of his fellow workers by praising them for a job well done. When it is necessary to criticize, he does it with firmness tempered with understanding.

When, on occasion, a little man does, by accident or otherwise, get into a high position, it doesn't take long for his co-workers to find him out. His officiousness and his lack of consideration for those who must work with him invariably destroy the spirit of cooperation and loyalty that is necessary for the success of an organization and often do serious damage to the future of a business.

Luckily, such instances are rare. Usually we learn the measure of a little man while he is still in a mediocre position. His actions on a small job determine his ability to do the bigger job ahead. When he is found wanting, he is passed over when promotions come.

Every organization has men capable of leadership. They are men who, with modesty and humility, can inspire and encourage those who work under them. These are the men who are the real leaders—the men who can wear the cloak of greatness.

This is the kind of leadership business is seeking. It is the kind of leadership that requires big men. And the stature of a man always is measured by his treatment of those he must direct.





## IN THE EXTRA GANG

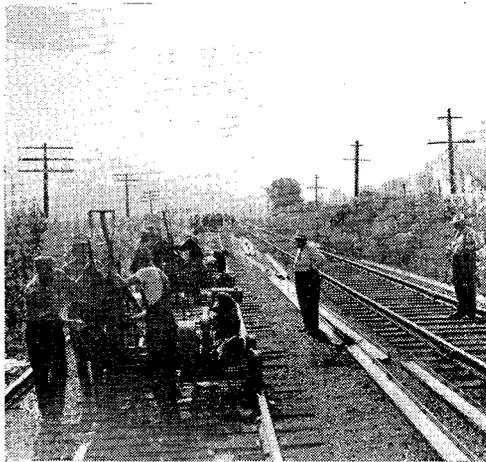
*In Roadmaster Nick Mally's Crew  
Even the Dog "Thinks Safety"*

**O**PERATING a large rail laying extra gang without personal injuries is a bigger job than you might think unless, like Nick Mally, you've tried. With one eye on the job at hand and the other on the safety of the men in Rail Laying Gang No. 664, Roadmaster Mally has recently been laying new 132-pound rail on the LaCrosse & River Division in the vicinity of Red Wing, Minn.

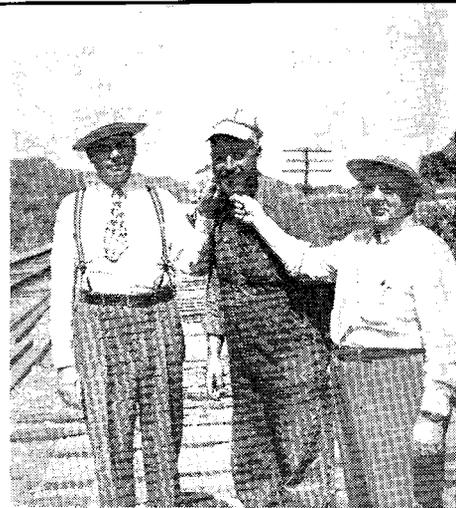
This article is an account of the operations involved in such a project and the safety precautions which must be worked out in connection with each operation.

The entire undertaking, of course, centers around the roadmaster in charge, and in the case of Roadmaster Mally, he in turn delegates part of the job of safety vigilance to the three foremen and five assistant foremen who are constantly watching the progress of the various steps and supervising the actions of the men. Laying approximately 10,000 lineal

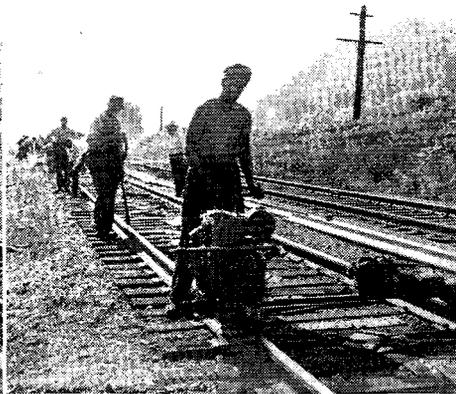
gang, the spike-pulling machines remove the spikes from both sides of the rail to be replaced. They are followed by the machines which re-



The spike pulling machines head the procession down the track, yanking spikes from both sides of a single rail.



District Safety Engineers R. A. Dahms (left) and M. L. Medinger give Foreman "Chuck" Erickson's whiskers a yank as a preview of what will happen if he allows any of the students working as extra gang laborers to be injured.



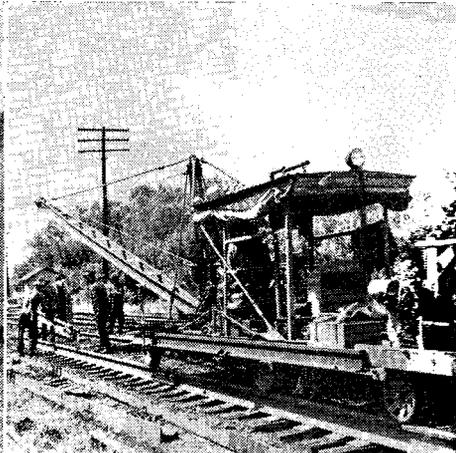
Bolt tightening machines double in the loosening department. Here they remove nuts and bolts from angle bars.



George Nikoloff (right) with the mongrel dog who first became camp mascot and then got a job helping Nikoloff carry tie plugs.



Adzing machines smooth the tie surfaces for the placing of new tie plates. Note that the men are wearing goggles.



The Harvey rail laying machine swings a new section of rail into position and workmen make ready to set it in place.

feet of rail daily, including the follow-up job of anchor spiking, requires constant attention throughout the entire distance of about half a mile where the gang is working.

Starting at the head-end of the

move the bolts from the angle bars, after which the old rail is tipped out and the first step is completed.

The operators of these head-end machines are experienced men, but they are talked to frequently on the

subject of safety, particularly with reference to keeping hands and feet away from danger points. Because of the new material which had previously been laid between the rails of the old track and alongside, they

were cautioned particularly about watching their footing. In tipping out the old rail, the men must be especially alert to see that others are out of the way and that no one gets a foot caught under the heavy steel.

The next operation is that of placing the plugs in the holes left where the old spikes were pulled, and immediately behind comes a crew of men with ordinary garden hoes. It is their job to hoe out the ballast from between the ties at the points where the new rail is to be placed. A man with a broom cleans off the tops of the ties and finishes the job of clearing the way for the adzing machines which come snorting along

joined forces with the men while they were located in Bensenville, Ill., last winter. George Nikoloff, whose job it is to place the tie plugs, has trained the dog to bring the plugs to him in his mouth, so that he now has no difficulty in keeping up with the spike pullers and rail tippers.

There are plenty of witnesses, incidentally, who will verify the gang's contention that their mascot *always* steps over rails rather than on them, and watches himself and others with great care as he moves about on the job.

Perhaps the most hazardous machine operation in the entire gang is that of running the adzing machines, of which there are two sets

the ties and leave a level surface where the new tie plates are to be installed. At the same time they cut off the ends of the tie plugs which extend above the top surface of the ties.

The operators of these machines wear special leggings and foot guards to protect them against injury from particles thrown out by the cutting blades. These precautions are taken despite the fact that the machines are equipped with a stiff fabric sectional skirting which keeps the flying missiles down to a minimum. It goes without saying that these operators wear goggles, since they know the value of protective equipment and are continually alert to the importance of their personal safety.

A coating of creosote is applied to the ties where they have been cut down by the adzers and the new tie plates are then placed. An alignment machine sees to the uniform placement of the plates. In this operation the men are cautioned not to let creosote get on exposed parts of their bodies, particularly in their eyes, as the chemicals could cause serious injury.

Next comes the Harvey machine, a self-propeller crane, which picks up the new rail and places it on top of the new tie plates. In this operation, of course, the crane operator must be constantly on the alert as he moves the heavy rail about, and the men guiding the rail into place must keep their feet and hands in the clear.

The placement of the new rail is perhaps the most interesting operation, but it is one where attention is always centered on accident prevention. Severe injury could occur if the rail were not carefully handled.

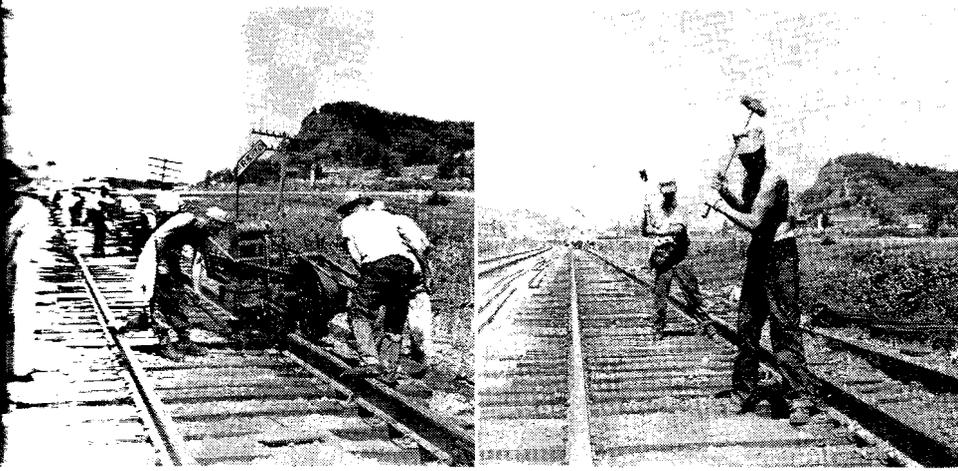
After the new bolts have been applied and tightened by the bolt tightening machine, the gauge spiking operation follows. This work is done by hand by experienced spikers as the track is lined up to gauge.

A small group of students in the gang under Foreman Chuck Erickson does the tamping around the loose ties. Two spike driving machines follow behind the tamping crew to do the job of anchor spiking. This job calls for two men placing the spikes while the machine operator manipulates the counterbalance machine which drives the spikes into place. Here again it is important to watch footing conditions and to guard against injury. Driving rail anchors into place is a hand job that calls for accuracy and a keen eye. The signal-telegraph crews then carry out their work of installing bond wires at the rail joints.



With a heave ho! the old rail goes out. Safety Engineer Matt Medinger (center, in white shirt) watches the operation.

Four men with hoes remove ballast from between the ties, a sweeper cleans them, and they're ready for the adzers.



Once a heavy job for a man with a maul and a good eye, now the spiking machine hammers home the anchor spikes.

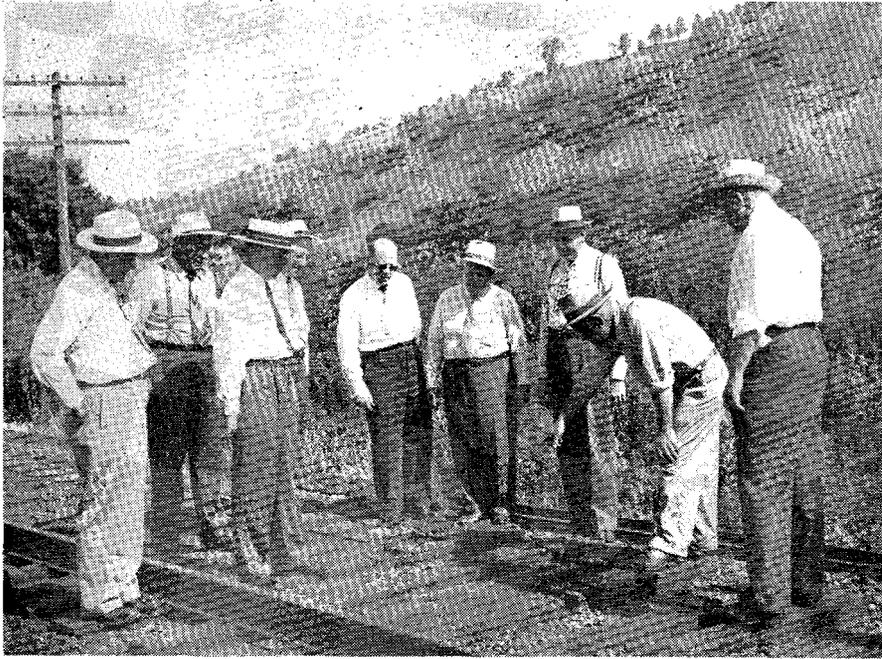
The sledgers provide the finishing touch as they drive the rail anchors into place. Here, too, safe methods pay.

in the wake of the sweeper. The hoeing and sweeping involve a minimum of hazard, but the employes doing the work are cautioned, nevertheless, to watch their footing.

The camp mascot is a dog who

of two each; the advance set does the rough adzing, followed by the set which does the finishing.

These noisy but highly efficient machines are designed with cutting blades which shear off the tops of



Roadmaster Nick Mally discusses placement of new tie plates with a group of officers and supervisors visiting the job. Left to right: W. Lakoski, division engineer; C. O. Henry, roadmaster; W. G. Powrie, engineer maintenance of way; C. L. Boland, assistant to engineer maintenance of way; G. M. Dempsey, general inspector Division of Safety; M. L. Medinger, district safety engineer; R. A. Dahms, district safety engineer; Nick Mally; and L. W. Palmquist, superintendent.

This completes the operation. It is a heavy, assembly-line-in-reverse sort of procedure, but the work moves along surprisingly fast. Most of the time the gang replaces about 10,000 lineal feet of rail and fastenings in a day. One side of the track is worked on at a time, the gang then returning to the other side and repeating the same operations to complete the replacement job.

While there is seldom any need for stopping an operation out on the track to talk to the workmen about accident prevention, this is done whenever it is deemed necessary. The greater activity along safety lines is carried out in discussions with the supervisors of the gang, and this is usually done in the dining car of the camp outfit. This is where the rules of safety, particularly as they apply to rail laying operations, are thoroughly discussed. Roadmaster Mally has found that his supervisors are always ready and willing to cooperate to the fullest extent in conveying the message of safety to the individual workman.

There are very few places on the railroad hotter than out on the track on a bright summer day, and no one knows this better than the water boy who walks back and forth from one end of the gang to the other, offering water and salt tablets to the men. Heat exhaustion and sunstroke have been a rarity in the big track gangs since the practice of dispensing salt tablets has been in effect.

While changing out rail, train movements are diverted to the opposite main track in the double track territory where Roadmaster Mally's gang was working on the LaCrosse & River Division. When a train approaches on the opposite track, warning is sent down the gang by means of police whistles blown by the supervisors; the siren on the rail laying machine also wails a warning for good measure.

Passing through the gang, no one would be long in observing that teamwork plays a very important part not only in the work done but in the matter of accident prevention as well. Since there is danger of toe injuries in a number of the gang's operations, the men are encouraged to purchase and wear safety shoes for protection.

The opportunity to prevent an accident and perhaps serious injury is ever present; the workmen realize this and it is evident in their actions that caution is smoothly combined with efficiency. So it is that on The Milwaukee Road safe track is built by safe workmen.

“... The fundamental struggle of our time may be decided between those who would further apply to our daily lives the concept of individual freedom and equality and those who would subordinate the individual to the dictates of the state.”

—General Dwight D. Eisenhower

## Othello Fire Fatal to R. O. Brown

THE prairie fire near Othello, Wash., on June 24, in which a number of men were seriously burned, resulted in the tragic death of Robert O. Brown, Milwaukee Road electrician at Othello.

As reported in the August issue of The Milwaukee Magazine, The Milwaukee Road provided a “mercy train” in which the injured were rushed to the hospital at Ellensburg, 85 miles away. Mrs. C. L. Morissette, clerk at Othello, and also a trained nurse, administered first aid en route. Mr. Brown, who was chief of the Othello fire department, succumbed to his burns on June 30. Other Milwaukee Road employes among the injured were Carpenter Ray Myers, Pipefitter Helper Everett Sanders and Locomotive Engineer J. O. Adams, also members of the Othello fire fighting crew.

## Summer's End

### The Cover

WE WERE just laying plans for a back-to-school cover for September and wondering where to find the young models when the note arrived from Martha Moehring, correspondent at Montevideo, Minn.

“Today we had the cutest little trick down here,” Martha wrote. “She's the daughter of Roadmaster Bill Weiland and she's Mary, aged 4½ or so. She has always looked like a cover girl to me, and the other day Bill got her a two-piece bathing suit—one of those naughty ones . . . etc.”

September is at the chilly end of the bathing beauty season, but Mary read like the answer to the cover problem, so we got Martha on the telephone and asked if there were any children of school age in the Weiland family.

“Just four boys!” came the answer, and we knew we had it . . . four off to school and one staying home . . . the parting of the ways . . . *Summer's End.*”

The brothers, left to right, are: Dale, 11; Paul, 12; Charles, 9; and Jim, 6. The dog's name is Brownie, and it looks like he'll be going home alone next year.

—Editor

# AS A MATTER OF FACT

◇ ◇ In 1948 the railroads spent more than \$3 billion for the hundred thousand different items they need in order to keep running. These tremendous purchases were made in more than 12,000 cities and towns located in all sections of the United States. Such railroad purchases stimulate business everywhere, and provide employment for hundreds of thousands of men and women outside the railroad industry.

◇ ◇ Class I railroads put 60,486 new freight cars into service during the first seven months of 1949.

◇ ◇ "Whenever you hear or read anything about railroad freight rates", said William T. Faricy, president of the A.A.R., in a statement released on Sept. 3, "keep in mind that railroad freight rates since 1939 have increased only 57 per cent, while the prices of goods generally have gone up 100 per cent. Moreover, the wages which railroads pay their employes have risen 109 per cent, payroll taxes have jumped about 90 per cent, and the unit prices of fuel, materials and supplies have increased 100 per cent.

"On almost any basis that can be devised, railroad transportation charges today are relatively a lesser factor in over-all production and distribution costs than in any other prewar year. No other industry has made a greater contribution toward helping to keep prices down than have the railroads."

◇ ◇ "Some of us longer residents in Montana", one of the state's newspapers recently stated, "who saw the cycle of drought and crop devastation and consequent pinching times remember that the taxes paid by the railways traversing the state were for several years the major item in sustaining county government."

◇ ◇ "Because John L. Lewis is using his monopolistic power over the country's coal miners to limit them to a 3-day work week, more than 30,000 railroad men have been laid off. The railroads themselves are losing, each week, coal loadings of nearly 75,000 cars and revenues of more than \$10 million, and have an added idle investment in coal cars of over \$100 million.

◇ ◇ "British railroad employes, on the average, earn about \$25 a week", an article appearing in the Aug. 27 issue of *Railway Age* pointed out. "The few Diesels in Britain are manned by only one employe—an engineer. Trains carry but one trainman, who is a brakeman and not a conductor. Yet a recent demand by the National Union of Railwaymen for a wage increase of about \$2 a week was turned down cold by a government arbitration board with a single-sentence report that said, merely, 'No'.

"Clearly, socialized railroads haven't paid off for organized labor."

◇ ◇ Despite the loud and often-repeated claims of long-distance truck operators that they pay their share of highway costs, a factual study of the situation as it exists today, prepared by Dr. C. S. Duncan and E. R. Feldman of the A.A.R., shows that they fall far short of doing so. In the case of the heavier trucks, at least, the shortage comes to the staggering amount of \$1,342 per truck per year.

## Facts

**NO AMERICAN  
SHOULD EVER FORGET**

### Minutes of Work Required to Buy One Pound of Average Grade Beef

(Based on a recent shipping survey made throughout the world.)

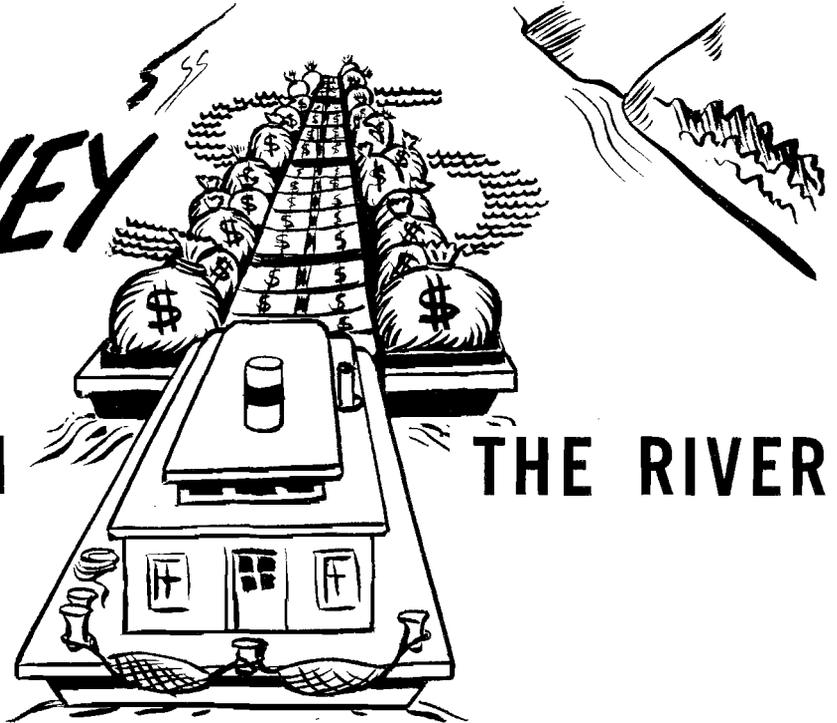
Kansas City .....	12 min.	Paris, France.....	65 min.	Brussels, Belgium.....	96 min.
Washington, D. C.....	18 min.	Oslo, Norway.....	66 min.	Geneva, Switzerland...	108 min.
London, England.....	17 min.	Prague.....		Vienna, Austria.....	120 min.
Stockholm, Sweden.....	23 min.	Czechoslovakia .....	67 min.	Frankfurt, Germany....	120 min.
Dublin, Ireland.....	28 min.	Athens, Greece.....	73 min.	Helsinki, Finland.....	126 min.
Amsterdam, Holland...	60 min.	Budapest, Hungary....	74 min.	Rome, Italy .....	150 min.

\*Britons are now rationed to 17 cents worth of meat a week.

# TAX MONEY

## GOES DOWN

## THE RIVER



**T**HERE was a time, in the early days of American commerce, when rivers and streams offered the cheapest (and practically the only) means of transporting goods for long distances. Virtually all of this traffic moved downstream, propelled by the current, and since no one was in a great hurry, the river as an agency of transport served the young nation well.

But river transportation today has changed so greatly as to bear practically no resemblance to the inexpensive, small-scale operation which it once was, and which too many people still think of it as being.

Waterway transportation has become big business—and it is continually growing, thanks to a generous helping hand from the taxpayer.

Several million tons of freight go cruising up and down the nation's rivers each year, largely through the courtesy of John Q. Public. As a matter of fact, it has cost the taxpayers more

than 2 billion, 800 million dollars in the past 50 years to maintain waterways which divert traffic from self-sustaining railroads. These are facts of particular concern to the taxpayer who looks to the railroad industry for his livelihood.

Subsidies have been poured into our rivers based on three false as-

sumptions—that river transportation is inherently “cheap”—that such “cheap transportation” is automatically good for small business and farmers, and that river transportation is necessary in times of national emergencies.

The history of the Mississippi River system for navigation provides striking proof of the error of these three assumptions. The taxpayers already have paid \$1,250,000,000 for improvements on this system, mostly since 1921, with these results:

1. Very little transportation on the system can be considered cheap and then only because of government subsidies.
2. The system's facilities, by and large, are not for the farmer or small business man. On the contrary, they are used by large shippers, most of whom maintain their own fleets.
3. Transportation on the system did not relieve the railroads of any bur-



Public waterway carriers aren't interested in small lot shipments because they are not profitable. Consequently, they accept only bulk and bargeload lots.

den during the recent war emergency. Instead, the railroads were called upon to handle much traffic which in peace time had moved by river.

The real cost of river transportation is not just the charges for owning, loading, moving and unloading the vessel. These are merely the charges which the shipper pays. The real cost includes also the cost of providing, maintaining and operating the waterway channels used by the vessel, which are paid by the taxpayer.

Recent surveys indicate that to maintain this vast river system, expenditures ranging from \$258,916 to \$1,086,423 per mile have been necessary. Contrast those figures to the \$88,000 a mile invested by the railroads in tracks, bridges and other fixed facilities.

The myth that "cheap" river transportation is a boon to farmers and small businessmen has been exploded

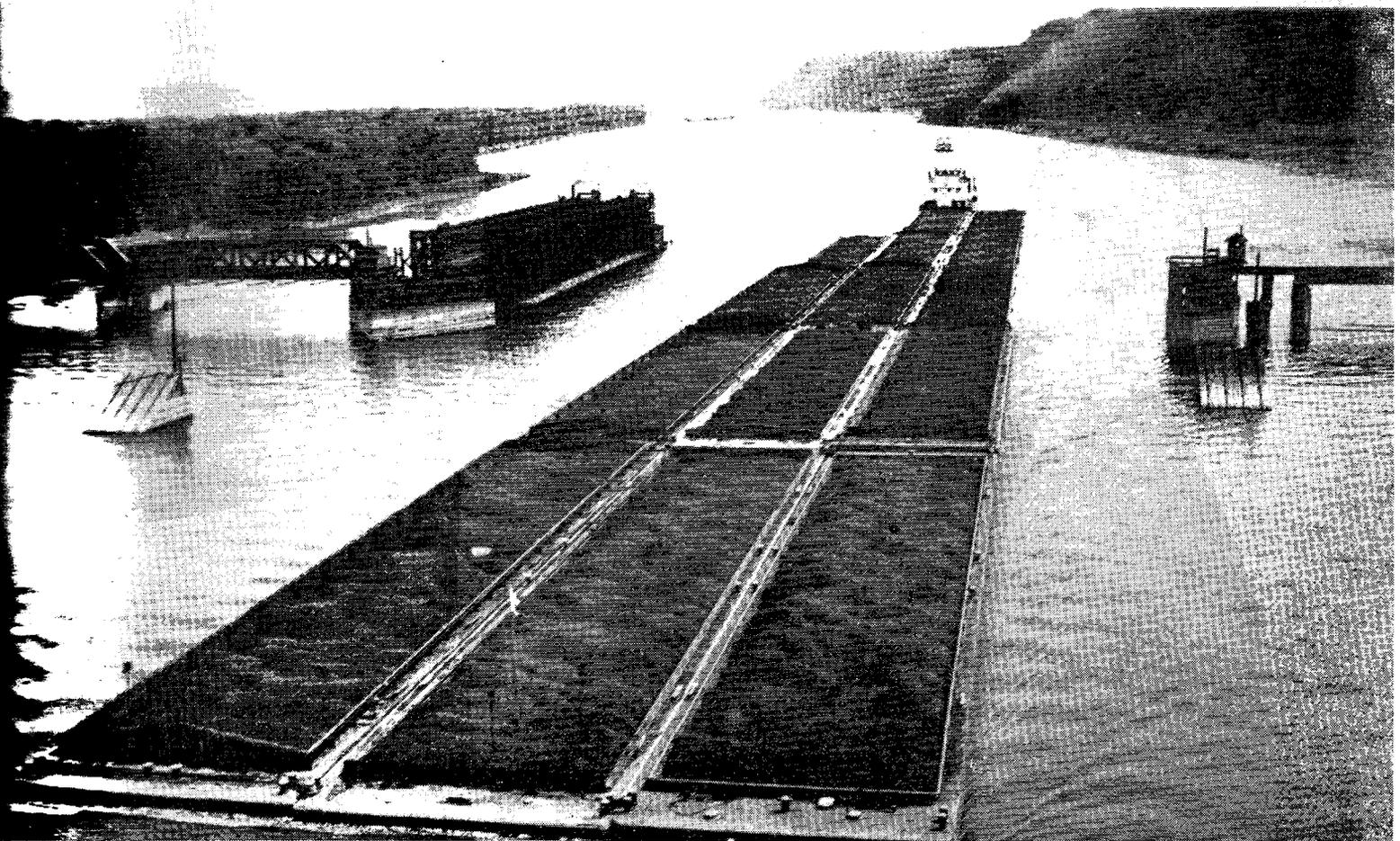
by fact. In 1946, the last year for which figures are available, regulated public carriers handled less than one-fourth of the total tonnage moved on the Mississippi River system. These carriers are the only ones to whom farmers or small shippers can look for water transport service. Most of the public carriers aren't interested in small lot shipments because they are not profitable. Consequently they accept only bulk and bargeload lots.

More than three-fourths of the total tonnage on the Mississippi River is shipped by operators with such great volume of traffic that it justifies providing their own vessels to move it. Obviously, this is not "small business." Such shippers, using channels created at enormous expense to the taxpayer, pay nothing for the privilege. In other words, the taxpayers are contributing a pure subsidy to a comparatively few concerns.

A. Karlsson, chairman of the Minnesota State Legislative Board of the

Brotherhood of Locomotive Firemen and Enginemen, presented the following significant facts in a letter recently sent to the Minneapolis Star:

"Since 1936 and up to and including 1945, as shown in the report of the chief engineer of the U. S. Army, there has been transported up the river the following tonnage: To and from Minneapolis, 3,303,954 tons. To and from St. Paul, 4,550,170 tons. About 90 per cent of this tonnage consisted of coal and oil, about 10 per cent agricultural products and general merchandise. It is about a 125-mile haul from the Iowa or Wisconsin borders to the Twin Cities. If this amount of freight had been handled by either the Milwaukee, Rock Island, Great Western or M. & St. L. Railroads for this distance, the average freight revenue would have been approximately \$40 per carload, which would have given the State of Minnesota a gross earnings tax of \$2.00 per car. At a very conservative estimate



A tow boat shoves 14 barge loads of coal (19,500 tons) through the Milwaukee Road's pontoon bridge across the Mississippi River between Prairie du Chien, Wis., and Marquette, Ia. This one shipment of coal, moving up-river from Alton, Ill., to St. Paul, Minn., is equal to 368

carloads. Railroad track, bridge and signals provided and maintained at Milwaukee Road expense; river channel, markers and signal devices provided through the courtesy of the taxpayer. (Acme photo.)

of average tonnage, revenue and taxes, this represents a loss to the State of Minnesota of \$389,975. Add thereto the losses of gross earnings taxes for the years 1946 to 1948 and you will have another \$150,000 loss to the state. Who makes up the loss in state revenues?" No one need look beyond his tax receipts for the answer.

Shippers who patronize the waterways frequently find the railroads essential when water transportation fails because of freezes, floods or other causes. When these conditions occur, the railroads, as common-carrier public servants, must be prepared to take over the load. In order to do this, they must maintain a reserve margin of equipment and facilities, items of no small expense. The railroads, sustained only by payments made by those who use their services, are forced to pass along this additional expense to their customers.

The third argument used to support expenditures of public money for development of waterways—that such transportation is necessary in times of emergency—was disproved by the acid test of war.

Wayne Chatfield Taylor, Under-

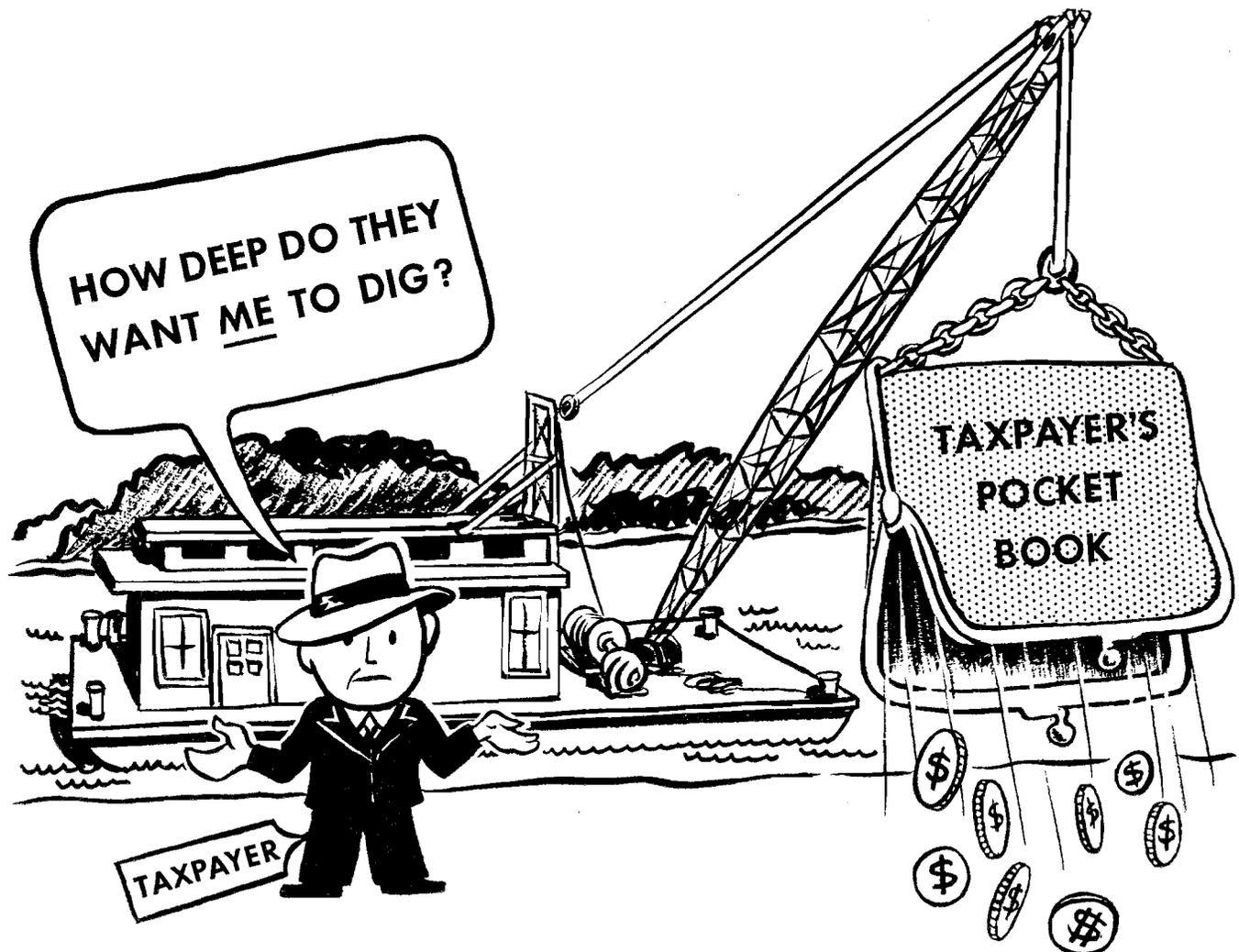
Secretary of Commerce, had this to say about waterways in the early days of the war: "For reasons which are not entirely clear in some instances, our all-out production efforts have resulted in traffic which ordinarily moved on our inland waterways being diverted to the already over-worked rail carriers."

Between 1941 and the wartime traffic peak in 1944, the rate of increase in tonnage handled on the railroads went up 3½ times as much as did the increase for water carriers. As a matter of record, the railroads handled more than 90 percent of all military freight hauled by inland transportation during the war.

In the light of these facts, it is imperative that action be taken on the following three points:

1. *Projects involving navigation should be referred to the Interstate Commerce Commission.*  
(Continued on next page)

"Rip-rap" goes in along the Missouri River shore north of Kansas City as an aid in maintaining a channel for barge operation. Like channel dredging, this waterway equivalent of maintaining the railroad's right of way is paid for not by the shipper nor the barge line, but by the taxpayers.



## E. W. Soergel

EDWIN W. SOERGEL, vice president in charge of traffic, died in St. Luke's Hospital, Chicago, on Aug. 20. His death closed a distinguished career spent in the service of The Milwaukee Road.

Mr. Soergel was born in Chicago on July 15, 1886, and entered the freight traffic department in his native city in 1900. Subsequently he held positions in that department at Butte, Mont., and Seattle, Wash. During federal control of the railroads in World War I he served with the Portland District Freight Traffic Committee with headquarters at Portland, Ore., and later with the Western Freight Traffic Committee of the U. S. Railroad Administration in Chicago. With the end of federal control he returned to The Milwaukee Road as assistant general freight agent in Chicago and early in 1926 was promoted to general freight agent. He was advanced to assistant freight traffic manager in 1927 and to freight traffic manager in 1938. His appointment as vice president became effective in February, 1948.

Mr. Soergel lived in suburban Glenview, Ill. Funeral services were held there on Aug. 23, for which the railroad ran a special train from Chicago to accommodate the large number of his associates who attended the rites. He is survived by his widow, Elizabeth Homan Soergel, and a sister, Mrs. William Rose of Chicago.

## Tax Money Goes Down the River

(Continued from preceding page)

- sion for careful investigation to determine whether they are essential.
2. A system of reasonable tolls for the use of navigable waterways, constructed and operated at public expense, should also be adopted.
  3. The Federal government itself should stop engaging in water transportation which competes with private industry, as in the case of the barge service on the Mississippi River system.

These are specific steps which could and should be taken to correct a situation which threatens the operation of railroads under the system of free enterprise.

## YOU FURNISH THE MONEY!

IT IS a statement trite but true that our government has no money not furnished it by the people. So don't forget that when the government promises you anything, this promise can only be made good provided *you* furnish the money with which to do it. And the reason I underscore you is, it is *you*; it is not all the rest of the people—with you excepted. It is not the corporations—the corporations are owned by the people and the cost of doing business is passed on to the consumer anyway. Whether you are a wage earner on the railroad, for instance, or whether you have worked your way up to be president of the railroad, you pay your share.

The cost of government in a free democratic nation like the United States of America must always fall back upon the individual citizen. There is no other place it can go so long as the government belongs to the people. The only way the individual citizens can escape bearing the cost of government is to surrender their rights as individuals, and to turn everything over to the government. It is just as simple as that.

So let us not forget what is involved when we accept promises from the government; let us not forget that every time we accept one, we are seeing the gradual crumbling away of the foundation on which the House of Freedom is built. We are seeing the gradual destruction of the individual freedom which our forefathers fought so hard to make secure in this nation—the freedom for you to work when and where you please, the freedom to save and invest and own property, the freedom to plan for the happiness of yourself and your family, the freedom to see that your son has a better opportunity even than you had—in other words, the freedom of being your own boss, without being told by your government what to do and when to do it and where to do it and how much you can get for doing it and what you can do with the money after you get it.

I do not believe there are any people in this country who actually want to surrender their rights as individuals—except a sorry fringe of communists and parasites and ne'er-do-wells. I believe in the sound common-sense of the American people, I believe in the patriotism of the American people—provided they are fully informed and understand what is happening to them. We may have differences of opinion on how to run the government—but I believe the American people still want to run their government; they do not want the government to run them—and this applies to the worker in the factory as well as to the president of the bank.

So let's understand what is happening when the government undertakes to provide those things which this nation was founded so that the people might provide for themselves. Let's understand that every time we accept so-called government beneficences we are not only furnishing the money ourselves but we are inching ahead toward the time when we shall have no rights left.

When the government builds low-cost houses, the people are furnishing the money. When the government pays for our crops, the people are furnishing the money. When the government promises to educate our children, the people must furnish the money. When the government promises to protect our health, provide for us while we are unemployed, support us in our old age, the people must furnish the money. From what other source can it come? These are just a few of many illustrations.

Whenever and wherever the government spends money, it is *your* money. Whenever and wherever you accept government aid, you are paying for it with *your* money—and worse than that, you are surrendering the individual rights which freedom-loving men since the beginning of time have struggled to obtain for you.

The choice is yours!

Thurman Sensing in the  
*Southern States Industrial Council News Bulletin*

*Presenting*  
**THOMAS CATE**

Winner of  
Honorable Mention  
in Essay Contest

by Viola Raney  
Correspondent, Perry, Ia.

**W** RITING an essay on the subject of why he liked to work for the Milwaukee Road was comparatively easy for Thomas Cate, young brakeman, for there is little he likes better than doing just that.

Tom has been in train service since September, 1936, following in the footsteps of his father who was in train service for 40 years before he retired in 1937. Before signing up with the railroad Tom had worked at a number of other jobs and also served a three-year enlistment in the Army. During the last year of his Army service he was married and when his term expired he settled down at Perry, Ia., and took a job with the railroad.

Tom is assigned regularly to the Middle District but has always responded to calls on the other two districts out of Perry and so is well acquainted on the division. Some years ago when business was slack

Thomas Cate



Honorable Mention

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

You ask me why I like to work for the Milwaukee Road. Just listen and I will be glad to tell you.

I have been a freight trainman for the past 12 years. The trainmen and enginemen I work with are all grand fellows. Oh, they may grumble and growl a bit now and then, but just try to get one of them to give up railroading. Once a man starts, it gets in his blood and he seldom wants to do anything else to make his living.

Believe me, I know. My father before me was a trainman for this same railroad. That was how he felt about it. That is why I feel the same way. This feeling seems to be general in all departments, from top to bottom.

Naturally, you are curious as to why a son wants to follow his father in railroad service. Dad worked hard and faithfully and he and Mother provided a good home and education for their children. In their old age, they own their home, are comfortably fixed and living on Dad's railroad pension. Where did this all come from? It came from his service with the Milwaukee Road.

But you say my retirement is a long way off. That is true, so let us see what I enjoy about my job as it is now. I like my out-of-doors work. My working hours are anytime, day or night. I am not tied to a machine or a daily grind.

I see some of the most beautiful sunrises and sunsets that you could ever want to see. No artist can capture the beauties of nature that I see along the right of way of this great and wonderful railroad. The sudden flight of a pretty cock pheasant, as it rises when our train passes. Then behold the wonderful promise of bounteous Iowa in the springtime. Summertime, with its promise of bumper crops. Fall, with the gorgeous colors of autumn in the woods along the streams and fields. The harvest is in and everyone looks happy and prosperous. Winter, with all its snow beauties on the trees, and on the rolling prairie.

At times the heavy rainstorms and sweep of terrible blizzards. Then look at the strong, purposeful men about you and take comfort. These men will "keep 'em rolling." You bet they will. The Milwaukee Road has been doing just that for more than 100 years.

This nation would have just as much difficulty getting along without its railroads as the human body would without veins and arteries to care for its blood system. Because the railroads are the life-blood system of this nation.

Peace time or war time, railroads keep this nation's traffic moving. These are the reasons I am proud to be a Milwaukee Railroad man.

THOMAS CATE  
Freight Trainman  
Perry, Ia.

he was placed on the reserve list, but he was not idle long, as he took a job selling insurance and was very successful. However, his ambition to be a railroad man held steadfast and as soon as he could get a place on the extra board he went back, continuing the insurance work for a while to supplement his earnings. For several years now he has had a regular car in the Middle District.

While Tom has been eligible for promotion to conductor for some time, he has elected to remain a brakeman, giving this as his reason: "For those who want it, promotion to conductor is a fine thing. It has been my observation that some men make good brakemen but poor conductors, and

vice versa. I do think there is some hope for me to be a good brakeman. In that capacity I am content, and I believe that I can do my best work for the railroad in that capacity."

Hunting and fishing are Tom's hobbies, and during the seasons he spends a lot of time in the fields and along the streams. When he has only a short layover with not sufficient time to indulge in one of his hobbies he is busy around his home, which he purchased some time ago. His father, a retired conductor, is still interested in what is doing on the railroad. When the two are together they soon get around to "switching box cars" and so spend many pleasant hours.

# THE ECONOMIC FACTS OF LIFE

**Business conditions in America can't stand still: When things are not getting better, they are getting worse.**

## Unless We Can Go Ahead We Must Go Backward

*From an editorial by the American Economic Foundation*

### I

**B**USINESS conditions in America can't stand still: When things are not getting better, they are getting worse. The reason for this is that about 4½ million American workers make their living doing the things that have to be done when business is getting better: producing such things as new buildings, new factories, new machinery, new railroads, etc.

Unless these 4½ million are working, the entire nation is in trouble.

These things they make are called "capital equipment," "durable goods," etc., but they can all be lumped under the general heading of "new investment of people's savings."

The people who invest in "durable goods" (which really are our tools of production) do so because they believe that business is going to keep on getting better (as it has during most of the last 175 years), and when they feel that it isn't, they stop buying additional tools.

When this happens, the workers making those tools lose their jobs.

Pretty soon, as is explained below, this disemployment spreads all down the line.

### II

Let's use the building construction industry as an example.

When someone decides not to build a building, the workers who would have worked on it are out of jobs.

But that is only the beginning.

The workers who would have made the steel, the bricks, the cement, the pipes, the plumbing, the electric wires and equipment, the elevators, and

thousands of other things, cannot make them; so they are either out of jobs or have less work to do.

We now have two groups of workers who either have no income or have a smaller one.

Having less, they are forced to buy less, and employment in other businesses such as automobiles, home furnishings and appliances, begins to fall off.

When this happens, the workers in these businesses begin to lose pay-roll and then, in turn, begin to buy less.

Eventually employment settles down to bedrock—to about 25,000,000 jobs in business and about 10,000,000 on the farms.

That seems to be the smallest number of workers that the country can get along with: In 1932, 1933 and 1934 the figure never fell below 25,000,000 in private business, and, of course, the farmer is never out of a job—he simply gets less for his work.

### III

Things start getting better when the "new investment industries" begin to get better.

People resume investment of their savings when they "feel" that business is going to get better.

Then everything *does* get better, and *quickly*.

But when this "feeling" comes to the people depends a great deal upon what the government does when the depression starts.

There is a cock-eyed theory (imported from England) that if the government starts spending enough of the taxpayers' money, everything will be all right.

That's what was done in 1933, 1934 and 1935.

The idea was a flop for two reasons: (1) The high taxes drained off a lot of investment money and made people "feel" even less like investing, and (2) a government-spent dollar is only 1/14 as effective in increasing employment as is the privately-spent dollar.

Most economists have known this last fact for a long time, but the *actual proof* just came out in a special study of the Tool Owners Union.

*Between 1930 and 1940 private investment was 14 times as effective in stimulating employment as was government money.*

There are several reasons for this, but the most important is that government spending does not add to the job-creating tools of production.

Government builds roads, bridges, monuments, etc., and that is the end of the investment.

Private investors build machinery, factories, etc., and that is only the beginning.

### IV

The reason why America has had so many jobs since the war is that the "investment industries" have been going full tilt.

The money was saved during the war and is now being spent.

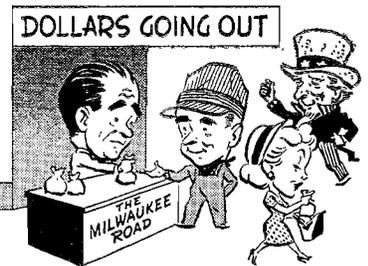
Our trouble now is that it is almost *all* spent, and no new "risk money" is coming along.

Many corporations, in order to get the money for new tools, are forced to withhold much too much of their earnings from the investor, which makes investment still less desirable.

Two important reasons why the



# How are we doing?



	JULY		SEVEN MONTHS	
	1949	1948	1949	1948
<b>RECEIVED FROM CUSTOMERS</b> for hauling freight, passengers, mail, etc. . . . .	\$20,199,289	\$21,544,509	\$135,828,782	\$140,583,443
<b>PAID OUT IN WAGES</b>	10,486,698	10,777,477	71,744,711	71,623,261
PER DOLLAR RECEIVED (CENTS) . . . . .	(51.9)	(50.0)	(52.8)	(50.9)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment insurance . . . . .	644,304	699,154	4,431,300	4,325,097
PER DOLLAR RECEIVED (CENTS) . . . . .	(3.2)	(3.2)	(3.3)	(3.1)
<b>ALL OTHER PAYMENTS</b> for operating expenses, taxes, rents and interest . . . . .	8,714,482	9,286,789	61,388,285	63,130,706
PER DOLLAR RECEIVED (CENTS) . . . . .	(43.1)	(43.1)	(45.2)	(44.9)
<b>NET INCOME</b> . . . . .	353,805	781,089		1,504,379
<b>NET LOSS</b> . . . . .			1,735,514	

new savings are just a dribble of the national income is that (1) people with good-sized incomes cannot save after paying their taxes, and that (2) the people with modest incomes who are saving (through bank accounts and life insurance) will not risk the loss of their small amounts.

If business gets worse, it will be for lack of new investment, and then the most important question in America will be: "What is the government going to do?"

If the government goes on a spending spree, it will only make matters worse.

If government tightens its belt along with the rest of us, practices economy, and eases up on the taxes that are now strangling new investment, we will come out of it promptly.

The vital fact is that we cannot be well off when we are standing still: *Unless we are going ahead, we must go backward.*

## Railroads Perform Basic Function in Society

EARL B. SMITH, vice president and director of traffic of General Mills, Inc., in a recent talk before the Northwest Shippers Advisory Board, said:

"The service performed by our railroads is a basic function in our whole society—so much so that if it is not or cannot be provided by private enterprise, then it will be provided by government. If railroad transportation cannot be provided out of private funds, then it will be provided out of tax funds; and if that becomes the only recourse in the case of our railroads, it will mean government control and operation for all means of transportation. . . .

"The thing that has lifted us to a position where much of the world looks to us for food, for clothing, and for many other things, stems from the wise and efficient use of tools by a free people who have been privi-

leged to enjoy the fruits of their labor. Take away that freedom, destroy their incentive, and our nation surely but slowly will fall into national decay, poverty and disintegration.

## Appointments

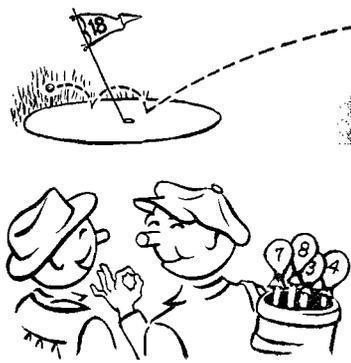
### Operating Department

Effective Sept. 1, 1949:

G. A. Kellow is appointed assistant to general manager, with headquarters in Chicago, with such duties as are assigned by the general manager.

N. W. Soergel is appointed trainmaster, Milwaukee Terminals, with headquarters at Milwaukee, Wis.

L. H. Walleen is appointed trainmaster of the Milwaukee Division, third district, with headquarters at Milwaukee, Wis., vice N. W. Soergel, transferred.



# 18th HOLE DECIDES CHICAGO GOLF TITLE



Pictures by Frank Freeman  
Joint Facility Examiner, Capital  
Expenditures Office

**G**OLFING members of the Milwaukee Road Booster Club conceded the championship of the Chicago area to Section Foreman John Hernandez, Jr., of Elgin, Ill., as winner of the tournament sponsored by the club at the White Pines Golf Course, Bensenville, Ill., on the week ends of July 31 and Aug. 7. Hernandez won the championship on a squeeze play at the 18th hole.

Eighty-four members and guests competed in the qualifying round on July 31. Bob Thoren, son of Rudy Thoren of the chief disbursement accountant's force, won the first prize with a low gross of 69, and Frank Freeman, capital expenditures force, placed second with a low net of 71.

In the title play-off on Aug. 4 Ralph D. Claborn, auditor of capital expenditures, was defending champion. Hernandez reached the semi-finals along with Ken Clark, division engineer, Chicago Terminals, and Joseph "Jody" White, trick caller at Bensenville. The title match was a nip and tuck battle between Hernandez and White, who were tied at the 18th hole. Hernandez turned in a 73, beating White by one stroke.

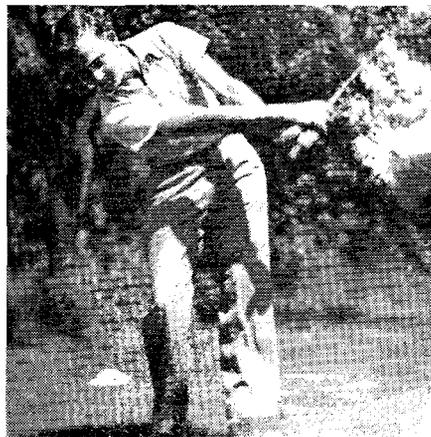
As the sixth champion since 1938, Hernandez will have his name engraved on the trophy cup. Claborn received a smaller trophy such as is presented to each former champion. The master trophy goes into the permanent possession of any champion who achieves three consecutive victories.



Winners of the semi-finals. Left to right: Ken Clark, Ralph Claborn, John Hernandez, Jr., and Joseph White.



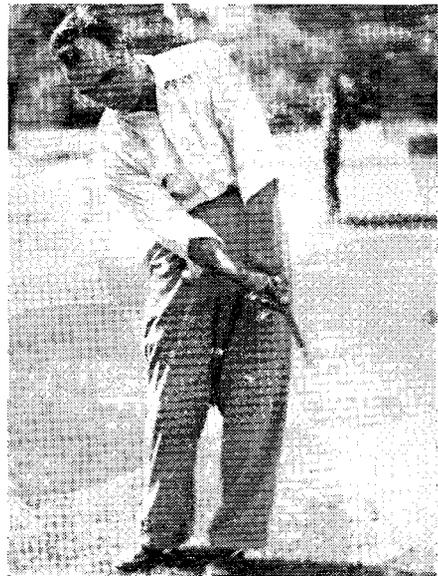
Guy Macina (left) and Mike Schnaitman, high gross scorers.



Bob Thoren pitches a long one to the green.



The display of prizes for the qualifying matches played on July 31.



John Hernandez, Jr., the new champion, plays an iron shot.



A foursome in the qualifying matches. Left to right: Ed Dusack, Joe Kopec, Louis Smith and Jim McPherson.



Ralph D. Claborn sighting a wood shot out of the semi-rough.

## Nation Alert to Fire Prevention Week Oct. 9-15

WITH fires burning up two million dollars in property and taking approximately 30 lives every 24 hours, fire departments and civic groups in nearly 10,000 communities are organizing for wide support of the 1949 Fire Prevention Week observance, Oct. 9 to 15.

The fire prevention effort on The Milwaukee Road is a year 'round activity, but in line with the national campaign, the subject is emphasized during this one week. On each division a committee appointed by the superintendent directs the inspection of all properties, a thorough house-cleaning aimed at the elimination of fire hazards which might have previously escaped detection. Under the direction of L. J. Benson, assistant to president, this activity continues throughout the year, with regular inspections.

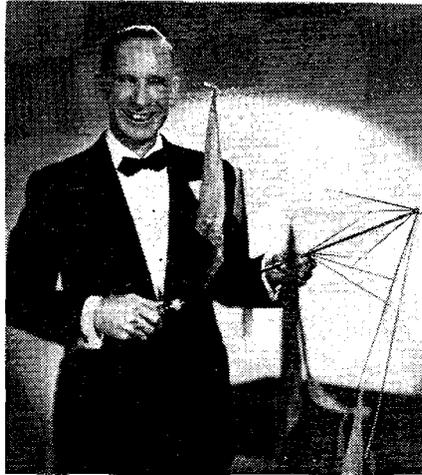
The loss of life and destruction of property by fire calls for the support of every individual. It is tragically significant that more than half of the fire deaths are among women and children. And in addition to those who die needlessly, more than twice the number are severely burned or disfigured for life.

Fire Prevention Week provides the opportunity for a concentrated effort to teach the public many facts about fires. The two lessons which are most important to learn are: 1—How to prevent fire hazards, and 2—How to deal with a fire once it has started.

In the home, for instance, most fires are caused by these hazards: rubbish, defective chimneys, combustible roofs, defective heating apparatus, matches, careless smoking, gasoline, kerosene, electrical defects, and so on. The first thing to do if a fire breaks out, unless it can be controlled immediately, is to call the fire department. Fire Prevention Week is a good time to learn the following: 1. The telephone number of the fire department. 2. Location of the nearest fire alarm box. 3. Method of sending an alarm from the box.

Public service organizations, schools, churches and business groups are cooperating with individuals in the current drive to cut fire losses. Most encouraging is the fact that the estimated loss during the first six months of 1949 was 9.7 per cent below the total for the first six months of 1948. To be fully effective the Fire Prevention Week campaign should be utilized as the starting point for a year-round fire prevention program.

## Master of Magic



David W. Kelly in his "mutilated umbrella" act.

IT'S a long leap from railroad man to professional magician, but David W. Kelly of Seattle, Wash., slips into the role with the now-you-see-it-now-you-don't dexterity that marks the seasoned performer. Kelly, a service agent for the Interstate Commerce Commission and a one-time Milwaukee Road employe, retired on Aug. 5 and after a short vacation took to the road with the Harry Schontell Company, largest magic and illusion show in the Pacific Northwest. Starting Sept. 1, the company will be on tour for the fall season in California, Oregon, Washington, Idaho and Montana.

Kelly has been interested in sleight of hand and feats of magic for many years and holds membership in the Society of American Magicians, the Pacific Coast Association of Magi-

cians, the Portland Society of Magicians and the Seattle Magic Ring. In 1943 he became associated with Harry and Laura Schontell, magicians of national repute who are well known to Milwaukee Road audiences in the Northwest. In his new job Kelly shares top billing with the Schontells, specializing in the "mastery of mysterious Manchu magic." The show employs special music, lighting effects, beautiful scenery and costumes.

Kelly claims kinship with the Milwaukee family through his father, who worked on the La Crosse Division in the early '80s, his uncle Bill Kelly, a retired Miles City passenger conductor, and through his own service as a train dispatcher at Deer Lodge and Malden in 1918 and 1919. When he retired, he had accumulated 42 years of railroad service with various lines and seven and a half years with the I. C. C. To those who question his choice of a new profession he hands out this simple explanation:

"It's an established fact that when you lose one of your senses the others become more developed, but that when you lose all of your senses you become a magician."

*This is one of a series of articles about retired railroad people who have found new and interesting uses for their time. Since all railroad folks can look forward to the benefits of retirement, we invite those who have taken this step to tell others about their leisure time experiences—new hobbies, new jobs, new homesites. Pictures are particularly welcome.*  
—Editor

## Retirements

The following employes' applications for retirement were recorded during June and July, 1949

### JUNE

#### Chicago Terminals

CALLAHAN, JOHN  
Trucker .....Galewood, Ill.  
HACKING, EDWIN G.  
Switchman .....Chicago, Ill.  
JOHNSON, GUSTAVE  
Asst. Cooper .....Galewood, Ill.  
KIDD, CHARLES E.  
Ex. Gang Laborer .....Chicago, Ill.  
LEWIS, LEWIS R.  
Caller .....Galewood, Ill.  
MAJKA, JOHN F.  
Carman .....Chicago, Ill.  
MURCEK, JAN  
Valve Repairman .....Galewood, Ill.  
O'CONNOR, DAVID P.  
Clerk .....Chicago, Ill.

PALOIAN, SANO  
Laborer, Loco. Dept. ....Galewood, Ill.  
TINERELLA, SALVATORE  
Section Laborer .....Chicago, Ill.  
TOUHY, MARTIN  
Ex. Gang Laborer .....Chicago, Ill.

#### Coast Division

ERICKSON, OSCAR I.  
Section Foreman .....Kent, Wash.  
FRY, JUSTUS W.  
Substation Oper. ....Renton, Wash.  
QUASHA, BENJAMIN J.  
Checker, Marine Dept. ....Seattle, Wash.

#### Dubuque & Illinois Division

COLE, RAY J.  
Section Laborer .....Lanark, Ill.

OBRADOVICH, PANTO  
 Sec. Laborer .....Dubuque, Iowa  
 RELLIHAN, JOHN J.  
 Sta. Agent-Oper. ....New Albin, Iowa  
 SHIPLEY, WILLIAM W.  
 Brakeman .....Savanna, Ill.

**Hasting & Dakota Division**

FANDREY, MAX O.  
 Ex. Gang Laborer ....Montevideo, Minn.  
 ROMELFANGER, FRANK  
 Laborer, Loco. Dept. ....Aberdeen, So. Dak.  
 SCHULTZ, FRED E.  
 Section Laborer .....Montevideo, Minn.

**Idaho Division**

BRINTON, JESSE F.  
 Loco. Engr. ....Spokane, Wash.  
 CRYSTAL, RALPH R.  
 Loco. Engr. ....Spokane, Wash.  
 KUNERTH, CHARLES D.  
 Machinist .....Spokane, Wash.  
 ORTH, EDWARD A.  
 Machinist Helper ....Spirit Lake, Idaho

**Iowa Division**

BRADLEY, CHARLES E.  
 Boilermaker .....Perry, Iowa  
 FIALA, ALFRED E.  
 Telegrapher .....Council Bluffs, Iowa  
 HAWKS, HARRY  
 Machinist .....Perry, Iowa  
 STURDIVANT, JESS E.  
 Section Laborer .....Madrid, Iowa  
 WISNER, ABRAHAM  
 Fire Knocker .....Perry, Iowa

**Iowa & Dakota Division**

ARMIJO, TOME  
 Section Laborer ....Rapid City, So. Dak.  
 BECKER, JOHN  
 Section Laborer .....Rudd, Iowa  
 BOWMAN, HENRY C.  
 Section Laborer ....Kennebec, So. Dak.  
 CROSS, WILLIAM T.  
 Conductor .....Mason City, Iowa  
 DIEHL, FRED T.  
 Loco. Engr. ....Rapid City, So. Dak.  
 FALTINSKY, LOUIS B.  
 Car Foreman .....Sioux City, Iowa  
 HAGG, GUSTAF C.  
 Section Laborer .....Algona, Iowa  
 HUGHS, JOHN  
 Section Laborer .....Interior, So. Dak.  
 LOOMIS, ALBERT T.  
 Laborer .....Mitchell, S. Dak.  
 SANFTNER, AMBROSE A.  
 Section Foreman ....Belvidere, So. Dak.  
 VAUGHN, REESE R.  
 Boilermaker .....Mason City, Iowa

**Iowa & Southern Minnesota Division**

FREDERICKS, FRED N.  
 Section Laborer .....Fairmont, Minn.

**Kansas City Division**

DIAL, JOHN M.  
 Trucker & Stower .....Ottumwa, Iowa  
 RAVHAVICH, NICK  
 Sec. Laborer .....Liberty, Mo.

**La Crosse & River Division**

GOFF, GEORGE N.  
 Watchman-Laborer ....Tomah Shops, Wis.  
 GUILBEAULT, ELZORD L.  
 Crossing Flagman ....Brookfield, Wis.  
 HADY, CHARLES T.  
 Section Laborer .....Watertown, Wis.  
 MANSKE, CARL O.  
 Tel. Operator .....Watertown, Wis.  
 SANITER, WILLIAM J.  
 Loco. Engr. ....Milwaukee, Wis.  
 WILL, HERMAN J.  
 B&B Foreman .....Lake City, Minn.

**Madison Division**

O'CONNOR, JOHN  
 Signal Maintainer .....Madison, Wis.

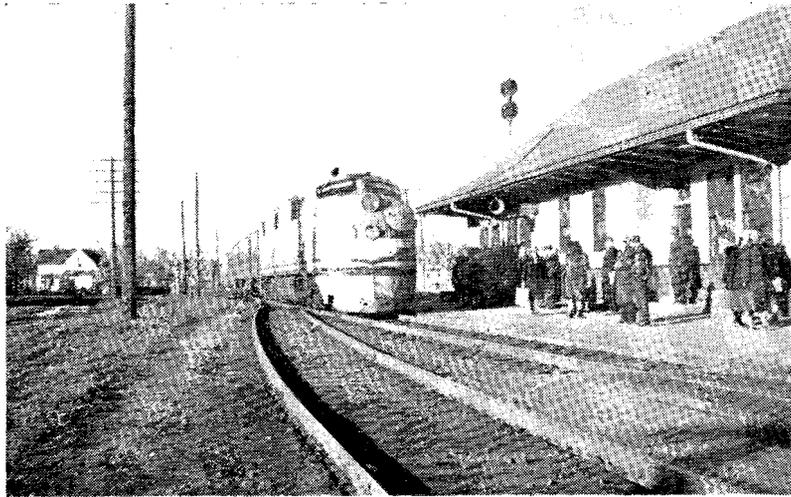
**Milwaukee Division**

ARMOUR, JOHN  
 Section Laborer .....Wadsworth, Ill.  
 HEIN, GUSTAVE R.  
 Section Laborer .....Berlin, Wis.  
 NEWYEAR, RUDOLPH  
 Sta. Agent-Oper. ....Russell, Ill.  
 NICHOLS, FRED G.  
 Sta. Agent .....Brownsville, Wis.  
 RYAN, PETER J.  
 Ex. Gang Laborer .....Rondout, Ill.  
 WOLFE, ROBERT H.  
 Brakeman .....Ladd, Ill.

**Milwaukee Terminals**

BALLEW, MADISON E.  
 Ex. Gang Laborer .....Milwaukee, Wis.  
 RUDISELICH, JOE  
 Ex. Gang Laborer .....Milwaukee, Wis.

# How Well Do You Know Your Railroad?



THE above picture was scheduled for the August issue but courteously bowed out at the last minute in deference to a piece of hot copy. (The squawks from readers were very gratifying.)

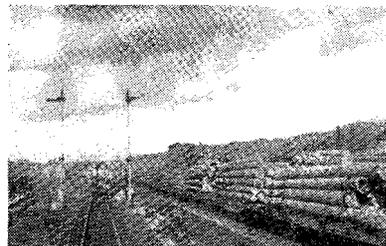
The scene looks a little like a lot of places on the railroad, so one clue is in order: The picture shows the south side of the station.

How well do you know your railroad?

Where was the picture taken?

The Magazine is still interested in pictures for "How Well Do You Know Your Railroad?"

—Editor



The "mystery picture" in the July issue, showing the yard at St. Maries, Idaho. Everybody had it right except Superintendent G. H. Hill of the Idaho Division, who wrote: "My guess is Chicago."

CHRISTENSEN, GEORGE  
 Machinist .....Milwaukee, Wis.  
 FREDERICK, JOSEPH F.  
 Laborer, Loco. Foundry .....Milwaukee, Wis.  
 JACOBSON, MARVIN T.  
 Machinist .....Milwaukee, Wis.  
 JOHNSON, CHARLES L.  
 Ex. Gang Laborer .....Milwaukee, Wis.  
 KAISER, FRANCIS N.  
 Loco. Engr. ....Milwaukee, Wis.  
 LICHTENBERG, ROBERT J.  
 Carman Helper .....Milwaukee, Wis.  
 MacDONALD, ALLAN C.  
 Trucker .....Milwaukee, Wis.  
 SMITH, CLEVELAND  
 Ex. Gang Laborer .....Milwaukee, Wis.  
 STADLBAUER, JOSEPH  
 Loco. Engr. ....Milwaukee, Wis.  
 STEELE, CHARLES M.  
 Carman .....Milwaukee, Wis.  
 WALLOCH, MARTIN  
 Tinsmith .....Milwaukee, Wis.  
 WILLIAMS, HENRY B.  
 Machinist .....Milwaukee, Wis.

**Rocky Mountain Division**

COLINA, BRUNO  
 Section Laborer .....Butte, Mont.  
 COLLINS, WILBERT  
 Section Laborer .....Bonner, Mont.  
 GALBRAITH, CLINTON L.  
 Conductor .....Lewistown, Mont.  
 LARSON, JOHN  
 Ex. Gang Laborer .....Avery, Idaho  
 RIDER, NORMAN T.  
 Capt. of Police .....Butte, Mont.  
 VEZEY, JOSEPH  
 Hostler Helper .....Harlowton, Mont.  
 WALTON, JOHN H.  
 Machinist .....Deer Lodge, Mont.

WILSON, TOM  
 Ex. Gang Laborer ....Great Falls, Mont.

**Superior Division**

DESCHLER, JOSEPH A.  
 Section Laborer .....Sherwood, Wis.  
 STEENO, GEORGE  
 Carman .....Green Bay, Wis.

**Terre Haute Division**

DEVYAK, JOE  
 Section Laborer .....W. Clinton, Ind.  
 McINTOSH, WILLIAM  
 Ex. Gang Laborer ....Terre Haute, Ind.

**Trans-Missouri Division**

GAGLIA, NICK  
 Boilermaker .....Miles City, Mont.  
 HEROD, GUY P.  
 Agent-Operator .....Plevna, Mont.

**Twin City Terminals**

BERGE, HENRY B.  
 Boilermaker .....Minneapolis, Minn.  
 FOUBERT, LOUIS A.  
 Switchman .....St. Paul, Minn.  
 NEHRKORN, ERNEST A.  
 Section Laborer .....Minneapolis, Minn.

## JULY

**Chicago General Offices and System**

CARLSON, EDWARD J.  
 Asst. Engineer .....Chicago, Ill.

KNOLL, EDWARD J.  
Car Accountant ..... Chicago, Ill.  
LODGE, WALTER B.  
Trav. Acct. .... Chicago, Ill.  
PEARSON, AUGUST  
Ex. Gang Laborer ..... Chicago, Ill.  
SALISBURY, HAROLD E.  
Instrumentman ..... Chicago, Ill.  
SCANDRETT, HENRY A.  
President ..... Chicago, Ill.

**Chicago Terminals**

BLEVONS, HARRY R.  
Switchman ..... Chicago, Ill.  
BURKE, EDWARD W.  
Switchman ..... Bensenville, Ill.  
COLLINS, THOMAS F.  
Clerk ..... Bensenville, Ill.  
KENNEDY, PATRICK J.  
Trucker ..... Galewood, Ill.  
McDUFFIE, JAMES O.  
Switchman ..... Bensenville, Ill.  
RISKO, JOHN  
Sec. Laborer ..... Bensenville, Ill.  
TEGTMAYER, ARTHUR R.  
Roundhouse Foreman ..... Galewood, Ill.  
VANDEWATER, EDWARD  
Bridgetender ..... Chicago, Ill.

**Coast Division**

RIDDLE, SIDNEY J.  
Asst. Signal Maintainer... Auburn, Wash.  
BURDETT, WILLIAM  
Chauffeur ..... Tacoma, Wash.  
CAMARATA, ANGELO B.  
Section Laborer ..... Ellensburg, Wash.  
DEMSKE, EMIL A.  
Section Laborer ..... Tacoma, Wash.  
EVANS, WALTER M.  
Chf. Sub. Sta. Operator... Kittitas, Wash.  
HOHEIM, JOHN J.  
Loco. Engineer ..... Tacoma, Wash.  
HUNSAID, HANS P.  
Section Foreman ..... McKenna, Wash.  
KAVANAUGH, HUGH T.  
Loco. Engineer ..... Seattle, Wash.  
KERN, IVAN N.  
Lineman ..... Seattle, Wash.  
KUNEMAN, HENRY  
Machinist Helper ..... Tacoma, Wash.  
LARSON, LEWIS J.  
Sec. Laborer ..... Carlsborg, Wash.  
MORAN, THOMAS J.  
Section Foreman ..... Lost Creek, Wash.  
NOEL, JAMES W.  
Ex. Gang Laborer ..... Seattle, Wash.  
PETTYS, HENRY E.  
Carman ..... Everett, Wash.  
WESTERN, A. H.  
B&B Carpenter ..... Tacoma, Wash.

**Dubuque and Illinois Division**

ARENDT, HARRY C.  
Switchman ..... Savanna, Ill.  
McKAY, GEORGE E.  
Loco. Engr. .... Savanna, Ill.  
MILKS, ANDREW H.  
Stower ..... Dubuque, Iowa  
PAULSEN, EMIL J.  
Car Inspector ..... Nahant, Iowa

**Hastings and Dakota Division**

BASEMAN, WILLIAM F.  
Engine Hostler ..... Montevideo, Minn.  
LUCAS, HARVEY J.  
Conductor ..... Aberdeen, So. Dak.

**Idaho Division**

AMES, MATT F.  
Ex. Gang Laborer ..... Spokane, Wash.  
BRADLEY, SAMUEL E.  
Brakeman ..... Spokane, Wash.  
JONES, WALTER E.  
Ex. Gang Laborer ..... Moses Lake, Wash.  
THOMPSON, ENGLE S.  
Coach Cleaner ..... Spokane, Wash.

**Iowa Division**

HALL, HENRY  
Switchman ..... Perry, Iowa  
KINDIG, JOHN J.  
Chf. Dispatcher ..... Perry, Iowa  
STRAYER, ROBERT E.  
Loco. Engineer ..... Marion, Iowa  
WALTER, BARNY G.  
Ex. Gang Laborer ..... Fonda, Iowa  
WINSTON, FREDERICK E.  
Conductor ..... Marion, Iowa

**The Railroad Hour Moves to NBC Network**

**B**EGINNING Oct. 3, the operettas and musical comedies presented on the Railroad Hour, the radio program sponsored by the Association of American Railroads, will be heard each Monday evening on the National Broadcasting network. The program, which features Carmen Dragon's orchestra and a chorus under the direction of Norman Luboff, is scheduled for broadcast at 8:00 to 8:30 p.m., eastern standard time; 7:00 to 7:30 p.m., central standard time; 9:30 to 10:00 p.m., mountain standard time; and 8:30 to 9:00 p.m., Pacific standard time.

The radio adaptations of light classical musical romances heard on the Railroad Hour afford listeners the opportunity of hearing such stars as Dorothy Kirsten, Patrice Munsel, Nadine Conner, Lucille Norman, Doris Day and Margaret Whiting, all of whom played leading feminine roles opposite singing host Gordon MacRae in last season's productions.

MacRae, the young baritone star of the show, who performed in a wide variety of roles during the past season, has impressed the public and editors with his extraordinary talent and has been named "radio's most versatile singer." He is also a recording artist and is under contract to Warner Brothers Pictures.

Carmen Dragon, winner of an Academy Award for musical composition, is one of radio's best known conductors. Norman Luboff, who will direct the chorus, has been associ-



Gordon MacRae, baritone star of "The Railroad Hour."

ated with top shows in radio.

In its first year on the air, the Railroad Hour established itself as one of the top-rated programs of its kind, winning the acclaim of listeners and critics alike. At times it attained a higher audience measurement than similar shows which have been on the air from 10 to 15 years.

The popularity of the program was attested to not only by scientific sampling methods, but by the reception accorded it by newspaper and radio editors, as well as by fan mail.

**Iowa and Dakota Division**

BINA, FRANK  
Firebuilder ..... Calmar, Iowa  
BORDEAX, PHILIP J.  
Sec. Laborer ..... Murdo, So. Dak.  
HUBBARD, ANDREW G.  
Machinist ..... Mason City, Iowa  
MINCKS, LYCURGUS E.  
Coal Chute Operator ..... Calmar, Iowa  
PETERS, CLIFFORD R.  
Machinist ..... Mason City, Iowa

**Iowa and Southern Minnesota Division**

BETLOCK, JOSEPH W.  
Conductor ..... Mankato, Minn.  
BURGESS, AUGUSTUS N.  
Sec. Laborer ..... LeCenter, Minn.  
HOTZLER, EDWARD A.  
Sec. Foreman ..... Okabena, Minn.  
LUGAUER, CHARLES  
Sec. Laborer ..... Caledonia, Minn.  
MONSON, SADIE L.  
Janitress ..... Austin, Minn.

SODERGREN, ALFRED G.  
Machinist Helper ..... Austin, Minn.  
YOUNG, FRANK E.  
Section Laborer ..... Waldorf, Minn.

**Kansas City Division**

THOMPSON, GEORGE N.  
Section Laborer ..... Chillicothe, Mo.

**La Crosse and River Division**

BURGESS, HARRY  
Ex. Gang Laborer ..... La Crosse, Wis.  
DAILEY, WILLIAM J.  
Laborer, Mech. Dept. .... Tomah, Wis.  
DVORAK, HALLIE  
Machinist ..... Tomah, Wis.  
EBERSOLE, WALTER A.  
Agent ..... Eau Claire, Wis.  
ERICKSON, PETER  
Ex. Gang Laborer ..... Hastings, Minn.  
KOLEFSKY, WILLIAM F.  
Loco. Engineer ..... La Crosse, Wis.  
PIER, PETER  
Crane Operator ..... Tomah, Wis.  
WOMBILL, HARRY  
Machinist Helper ..... Tomah, Wis.

**Madison Division**

FROMADER, ROY C.  
Car Inspector ..... Janesville, Wis.  
RICHTER, CHARLES J.  
Conductor ..... Madison, Wis.  
SANGER, HENRY L.  
Section Laborer ..... Wauzeka, Wis.

**Milwaukee Division**

WILLIAMS, HARVEY A.  
Brakeman ..... Winneconne, Wis.

**Milwaukee Terminals**

JOHNSON, JOHN  
Machinist ..... Milwaukee, Wis.

**Attention—Veteran Employes**

THIS is a reminder to members of the Veteran Employes' Association that some of them have not, as yet, paid their 1948 and 1949 dues. It will be appreciated if those who are in arrears will remit them promptly to Miss Florence M. Walsh, secretary-treasurer, Room 854 Union Station, Chicago 6, Illinois.

KASTEN, ALBERT R.  
Boilermaker .....Milwaukee, Wis.  
LEAHY, JOHN E.  
Agent .....Milwaukee, Wis.  
McPARTLIN, WILLIAM T.  
Switchman .....Milwaukee, Wis.  
MURRAY, JOHN  
Switchman .....Milwaukee, Wis.  
NOVAK, JACOB  
Blacksmith Helper .....Milwaukee, Wis.  
PAPKE, WILLIAM E.  
Engine Dispatcher .....Milwaukee, Wis.  
PATTEN, BERT  
Car Helper .....Milwaukee, Wis.  
RAWINSKI, STEVE  
Blacksmith Helper .....Milwaukee, Wis.  
WAGNER, JOHN  
Mach. Helper .....Milwaukee, Wis.

**Rocky Mountain Division**

CAMPBELL, JAMES G.  
Agent .....Ringling, Mont.  
CARLE, JOHN  
Section Laborer .....Drexel, Mont.  
GAHAGAN, EDWARD A.  
B&B Laborer .....Lewistown, Mont.  
GEPHART, LAURA T.  
Tel. Operator .....E. Portal, Mont.  
HICKEY, MARTIN J.  
Brakeman .....Great Falls, Mont.  
MAXWELL, ESSIE L.  
Carman .....Avery, Idaho  
WESTFALL, CHARLES F.  
Ex. Gang Laborer.....Haugan, Mont.

**Superior Division**

JOHNSTON, STANLEY W.  
Loco. Engineer .....Green Bay, Wis.  
SCHUMACHER, JOHN H.  
Car Inspector .....Green Bay, Wis.  
WIETING, HERMAN W.  
Agent-Operator .....Wausaukee, Wis.

**Terre Haute Division**

MOORE, ERASMUS E.  
Loco. Engr. ....Bedford, Ind.

**Trans-Missouri Division**

BROWN, CHARLES  
Ex. Gang Laborer.....Miles City, Mont.  
DORLAND, RAYMOND E.  
Switchman .....Miles City, Mont.  
HEIN, JOHN  
B&B Carpenter Hlpr..Mobridge, So. Dak.  
HETTLE, CHRIS  
Hostler .....Marmarth, No. Dak.  
HOLLISTER, CLIFFORD E.  
Brakeman .....Miles City, Mont.  
KEAN, JOHN H.  
Carman .....Miles City, Mont.  
MROGENSKI, JULIAN R.  
Carman .....Miles City, Mont.  
POTTER, WILLIAM L.  
Pump Repairer .....Hettinger, No. Dak.

**Twin City Terminals**

ANDROFF, JOHN  
Carman Helper .....Minneapolis, Minn.  
HEALY, WILLIAM A.  
Frt. Handler .....Minneapolis, Minn.  
HORAN, WILLIAM E.  
Carman .....St. Paul, Minn.  
LINK, AUGUST R.  
Ex. Gang Flagman.....Minneapolis, Minn.  
SCHMIDT, WILLIAM A.  
Air Brakeman .....St. Paul, Minn.

# The "Story Lady"

by Mrs. Ruth White

Correspondent, Idaho Division



Mrs. Blanche Allen with some of the youngsters in her story hour group. Ages range from two to thirteen.

**B**ECAUSE of her great interest in children and a unique ability to interpret for them the happenings of "once upon a time", Mrs. Blanche Allen, wife of Roadmaster C. F. Allen of Spokane, Wash., is known to some 300 Spokane children as the "story lady".

Mrs. Allen first started story-telling when she lived in Milwaukee, Wis., working with the Art Institute there. In Spokane she transferred her activities to the Manito Presbyterian Church with a story hour for youngsters in the neighborhood. Her little group came to the attention of the Lions Club, which became interested in sponsoring the project. Mrs. Allen was invited to one of their meetings, and that was the beginning of the story hour which entertained hundreds of Spokane children on Saturday morning last winter and during the spring months.

Assistance for the project came from other civic minded people. An appeal for outside entertainment for the children brought responses from many talented groups. One of these was the Capering Cops, a group of city policemen who, on their own time, put on a show which was very popular with the youngsters. Films were furnished by one of the local high schools—Our Gang comedies, Abbott and Costello pictures, films of animal life, and so on. According to Mrs. Allen, one film never seemed to grow tiresome for her little audience, and that was "Toyland", a fantasy in

color. Pictures of the Chicago Railroad Fair were also shown.

As to the stories told by the Story Lady, Mrs. Allen had every type of story ready. Fairy tales and adventure stories were frequently requested, but she found that the children enjoyed most her own Indian and pioneer tales. The attendance started at about 90 children and the number soon mounted to 300, with an average of 200 every Saturday. During the summer months Bible School classes are well attended, due to Mrs. Allen's ability to bring the Bible stories to life, but she plans to reinstate the story hour this fall.

Mrs. Allen says that the responses she receives from the youngsters are payment enough for her efforts and that she gets a great deal of satisfaction from the work. It is not uncommon for her to be greeted in her neighborhood shopping district with a "Hi!" from some tiny tot whom she will recognize as a follower of her Saturday morning group. Christmas gifts and valentines show the appreciation of both children and parents.

She tells how she found a small, neatly-wrapped box marked "Jon" on her front porch during the holidays. She thought immediately of the Dr.—'s little boy and concluded that the package had been delivered to the wrong address. However, a call to his home brought six-year-old Jon to the phone with the answer that the package was for her, "because, Mrs. Allen, you tell the best stories".

**PENNANT WINNER IN THE TRANSPORTATION LEAGUE**



# Good Listener, She Wins a Free Vacation

A NEW chapter in the annals of the giveaways was reported recently from Bensenville, Ill., where Mrs. Ralph Vannella, wife of a boilermaker at the Bensenville roundhouse, won a telephone quiz contest. By correctly identifying a radio actor whose most distinguishing characteristics were Italian ancestry and a mustache, she won a vacation in the Wisconsin "Heart of the Lakes" country for herself and her husband, a Parker 51 pen and pencil set, a waffle iron, a piece of cowhide luggage with fittings, and a modern Chinese table lamp. At this writing she has still to cash in on a "dinner for two" at a swank Chicago hotel restaurant.

Mrs. Vannella became the lucky recipient of these gifts through the identification of the radio actor as he was described in a biography given over the air on the Eddie and Fannie Cavanaugh Gossip Club, a popular housewife program broadcast daily in the Chicago area over station WAIT. The important phone call came on May 2 when the contest had been running for about eight weeks, but luckily she was the first contestant who answered that the character described was Michael Rofetto, one



Mrs. Ralph Vannella at Red Arrow Lodge, vacation resort at Tomahawk, Wis.

of the leading players of "One Man's Family." This program has been on the air waves for about 27 years and Mrs. Vannella claims her prizes as the reward of a good listener for most of that period.

Mrs. Vannella is well known among

Milwaukee Road people in Bensenville as president of the local chapter of the Milwaukee Road Women's Club and as a member of the club's general governing board. On the morning she won the quiz contest, her phone rang incessantly with messages of congratulation. Friends and neighbors tuned in again on May 27 when she made a guest appearance on the program with Eddie and Fannie Cavanaugh to tell the audience about the reactions of a prize winner.

The most coveted prize, the seven-day vacation trip, was planned by the Wisconsin Tourist Bureau. Starting from Chicago on June 6, the Vannellas drove first to Madison, Wis., where they were put up in the bridal suite of the Loraine Hotel. The day was remarkable for a visit with Governor Oscar Rennebohm and a tour of the gubernatorial mansion. For the next six days they followed an itinerary which took them to Devil's Lake, the Wisconsin Dells, Tomahawk, Hazelhurst, Sayner and Clintonville. Accommodations were provided for them at such well known vacation spots as the Devil's Lake Farm Kitchen, the Red Arrow Lodge at Tomahawk, and Lost Lake Resort at Sayner. At every stop they found the host waiting to welcome them and to provide for their comfort, including entertainment. The round trip covered approximately 1,000 miles of Wisconsin's choicest scenery.

## Monopoly on Good Conductors?

THE fine service of two Coast Division conductors, R. B. Craig and A. C. Tucker, was recently brought into spotlight focus by patrons of the Road. A phone call to O. R. Anderson, general passenger agent at Seattle, reported an incident which had occurred while the patron was alighting from No. 15. A woman just ahead turned to the conductor and handed him a box of candy, remarking that anyone who could be so pleasant to his passengers should be rewarded. Investigation showed that the conductor was R. B. Craig.



R. B. Craig

About Conductor Tucker, the story comes from T. W. Drysdale, Seattle, who wrote to Mr. Anderson: "I recently made a trip to Spokane . . .

and had the pleasure of riding with the most remarkable railway conductor I have ever met. No doubt you have other good conductors, no doubt, too, you have no monopoly on the good ones, but your Mr. Tucker impressed me as being such a marvel of efficiency, of cheerfulness, of attention to the comfort of his passengers, that I cannot refrain from expressing my appreciation. Such examples of loyalty to employers and of giving the best one has to the job are not so general as to be taken for granted."

## They're Our Guests

RIGHT at the present time our passenger business is at a peak. People are finding out just how convenient it is to ride on trains. And those air-conditioned coaches, too, cause no end of nice comment. And how relaxing it is to just get up and stretch and walk a couple of coach lengths to the tap room or the dining car for a refreshing drink or snack as you visit with a fellow traveler.

And at night . . . after a day of

relaxing travel, along comes the porter and makes up your bed and you spend a restful night as you speed to your destination.

The railroad has so much to offer by way of convenience in travel. Let's make the most of this present upward swing in passenger travel.

We, who work on the railroad, are in a position to treat our guests in such a way that they will always want to travel by train. Let's treat them as if they were guests in our own home.

And those of us who are traveling ought to feel proud to sit down and tell the stranger across the aisle that this is *our* railroad and we're mighty happy to be a part of such a fine organization.

Let's keep our passenger business at its present peak. It takes so little to do it. And it costs nothing.

—from *Rails, Hastings & Dakota* Division news sheet.





# Home Department.

## Fall Picnic—Some Like It Hot

ON THE next crisp fall day when your family is in the mood for a picnic, how about surprising them with a hot picnic meal?

Believe it or not, it's perfectly feasible, and you don't have to look around for a picnic grounds with cooking facilities, either. All the cooking is done before you leave home, in your electric roaster. The roaster is wrapped in a blanket and one hour later you can be serving the family a hot tempting meal. The neatest trick is popping the rolls in the roaster and letting the retained heat warm them so that they're piping hot when served.

An easy to prepare menu for a roaster picnic, as suggested by home-making specialists of the General Electric Consumers Institute, is scalloped tuna and chips, buttered carrots, olives and celery, frosted spice cake and a beverage. The recipes given here have been tested in the G-E Institute.

### Scalloped Tuna and Chips

- ¼ cup shortening
- ¼ cup all purpose flour
- 1 tsp. salt
- ½ tsp. pepper
- 2 cups milk (or liquid from 4 oz. can of mushrooms, and milk to make 2 cups)
- 2 tbsp. grated onion.
- 3 tbsp. chopped parsley
- 7 oz. pkg. potato chips, finely crushed (2½ cups)
- 2 7 oz. cans tuna fish drained and flaked (2 cups)
- 1 4 oz. can mushrooms, drained (2/3 cup)

Melt shortening in saucepan, add flour, salt, pepper, and blend well. Add milk, stirring constantly, and continue stirring while cooking until thickened. Remove from unit. Add onion and 1 tbsp. parsley. Mix well.

Place 1 cup chips in greased large roaster baking dish. Cover with layer of tuna, mushrooms (reserving a few slices for the top) and sauce; repeat. Place remaining chips in 1-inch border around casserole; place the remaining parsley in a ½-inch wide strip inside the chips and a few slices of mushrooms in center. Place in roaster on wire lifting rack. Bake at 350° F. for 1 hour. Serves 6.

### Buttered Carrots

- 4½ cups sliced raw carrots (½ inch thick)

- ½ cup water
- 1 tsp. salt
- 2 tbsp. butter or margarine

Place carrots, water and salt in greased small roaster dish. Dot with butter. Cover; place in roaster on wire lifting rack. Bake at 350° F. for 1 hour. Makes 6 servings.

### Family Spice Cake

- ¾ cup shortening
- 1¾ cups sugar
- 3 eggs unbeaten
- 3 cups sifted cake flour
- 3 tsp. cinnamon
- 1½ tsp. nutmeg

for 40-50 minutes. Cool 5-10 minutes before removing from pan.

### Coffee Raisin Frosting

- 3 tbsp. butter or margarine
- 2 cups sifted confectioners sugar
- ¼ tsp. salt
- 3 tbsp. hot coffee
- ¼ cup chopped raisins

Place butter in small mixing bowl and cream. Add ½ cup sugar and salt, beat until smooth and well blended. Add coffee and blend. Add remaining sugar and beat until frosting is a good spreading consistency. (More coffee may be needed).

Add raisins and beat only until raisins are mixed evenly. Makes enough frosting for 13 x 9 x 2-inch cake, or tops of two 8-inch layers.



A picnic dinner piping hot from the roaster—scalloped tuna fish, buttered carrots, rolls. For dessert, spice cake with coffee raisin frosting.

- 1½ tsp. allspice
- ¾ tsp. cloves
- 3½ tsp. baking powder
- 1 tsp. salt
- 1 cup milk
- 1 tsp. vanilla extract

Preheat roaster to 350° F. Place shortening in large mixing bowl and cream. Add sugar gradually, beating well until light. Add eggs; beat until mixture is completely blended.

Sift together flour, spices, baking powder and salt. Add flour mixture alternately to first mixture with milk and vanilla. Beat thoroughly after each addition and continue to beat at end (about 1 minute) until mixture is thoroughly blended. Place batter in greased 13 x 9 x 2 baking pan and place pan in roaster on supplementary baking shelf (lower shelf position) on wire lifting rack. Bake with vents on cover open

## Adjusting a Refrigerator Door

WARM air will leak into a refrigerator if the door's gasket does not make a tight seal. This may increase operating cost by forcing the refrigerator to run excessively. It also may cause rapid accumulation of frost, and possibly a too moist condition in the main food compartment. To check the gasket's fit, close the door on a strip of paper about the size and thickness of a dollar bill. If the paper can be withdrawn from the door without some resistance, the gasket is not making a good seal.

This check should be made at two

or three places on all four edges of the door, and a mental note made of the places where the seal is not good. Folded electrician's friction tape inserted behind the gasket at these places will force it outward and improve its fit. Fold the necessary length of tape in half, lengthwise. Then lift the free edge of the gasket and insert the folded tape against the door. Concealed under the gasket, the tape will be unnoticeable.

If the gasket fits loosely around all four edges of the door, it may be possible to make the door close tighter by moving the door strike or latch gripper slightly toward the back of the cabinet wall. Loosen screws to move latch gripper; then tighten. Afterward, the gasket's seal should be rechecked.

If the gasket has become hard, brittle, or torn, it should be replaced.

If you are handy with tools, you can do the job yourself; otherwise, call a service man.

When you order a gasket from your dealer or manufacturer, give model and serial numbers of your refrigerator.

—Good Housekeeping

## It's an Idea!

How to give your salads and desserts a gourmet air? Serve them in an ice ring, advises Better Homes & Gardens magazine. Freeze water—clear or tinted with vegetable coloring—in a ring mold in the refrigerator freezing compartment. To remove, dip mold in hot water for a moment.

For coffee cake topping to be sprinkled over cake before it goes into the oven, combine 1½ cups crisp cereal crushed into fine crumbs with 2 tablespoons brown sugar and 1 tablespoon melted butter. Bake cake as usual.

To clean hair brushes and combs quickly and easily, immerse them in a basin of warm, soapy water to which has been added a tablespoon of baking soda. In a matter of minutes the soda cuts out the grimy film and leaves them sparkling clean.

Soft drinks are welcome when the family is relaxing. To help everyone keep track of his glass—and save yourself dishwashing—mark them with nail polish labels, so says Better Homes & Gardens magazine. The names can be removed with polish remover.

## Sweater Days

HERE'S a sweater wardrobe for the whole family to wear in the nippy days of autumn and later under coats. For baby, a dainty sacque with an ear-hugging bonnet and matching booties. For the school crowd, the classic cable stitch—sister's is a silver-buttoned cardigan and brother wears a mannish pullover. Dad likes the trim fit of a sleeveless slipon, with ribbed waist, neckline and shoulder bands. The costume sweater is mother's choice, with a deep yoke to complement the color of her wool skirt. Direction leaflets for knitting all four can be had, free of charge, from the Milwaukee Magazine, Room 356 Union Station, Chicago 6, Ill.



## LA CROSSE & RIVER DIVISION

### Second District

*H. F. Ogden, Correspondent*

Another appeal goes out for news. Am sure everyone in the district can think of some item which will be of interest to readers of the Magazine.

Rudy Kemp, former agent-operator who held several positions on the second district a few years back, was appointed agent at Mason City in place of Joseph T. Gerkey who was appointed agent at Eau Claire.

Harry F. Linrud has been appointed agent at Red Wing, Minn., vice I. P. Deschneau, retired. Harry had been operator at Hastings the past six years.

Am sure many readers of the Magazine will remember George E. Smith of La Crosse, former yardmaster. George passed away as a result of a heart seizure on Aug. 16. He was 68 and had been railroading for 50 years when he retired in March, 1948. His railroading experience was varied. He first was a call boy on the Burlington, subsequently holding the positions of car clerk, switch tender, brakeman and fireman. He left the Burlington in 1905, entering the service of the Milwaukee at Minneapolis. He entered yard service at La Crosse in 1915 and became yardmaster in 1935. He is survived by his widow, two sons, five daughters, 17 grandchildren and one great-grandchild.

A farewell party was held by employes and division officers in and around La Crosse on Aug. 11 to honor Tony Novak, trainmaster of the second district, who has been appointed assistant superintendent at Dubuque. Tony is succeeded by J. T. Hayes.

### Third District

*M. G. Conklin, Correspondent*

Mr. and Mrs. John Brown and Mr. and Mrs. Louis Raduechel of Wausau have returned from an auto trip to Yellowstone Park, the Badlands of South Dakota and other western points.

Engineer F. W. Nyholm, Mrs. Nyholm, and their son and daughter, James and Ruth Ann, were present at the marriage of their son Harold to Marlene Everhard of Milwaukee in that city on Aug. 20. Ruth Ann was the junior bridesmaid.

G. F. Raese, retired engineer, and Mrs. Raese recently spent a week at Long Lake near Waupaca with all of their children and grandchildren.

Engineer Felix Slomske and Mrs. Slomske, Wausau, received the congratulations of about 100 relatives and friends on Aug. 21 at an open house held in observance of their 25th wedding anniversary. The couple were remembered with flowers, gifts of silver and a purse of silver coins. The Slomskes were married in Chicago and have lived in Wausau their entire married life.

Conductor Wesley J. Fowler, Wisconsin Rapids, has been on the sick list but is recovering.

Section Foreman Ralph Minton, Minocqua, attended the national convention of main-

tenance of way employes in Detroit, Mich.

Engineer Elmer Bloomquist and Mrs. Bloomquist are taking an extended trip through the West, traveling by auto. They plan to stop in Oregon, Washington and California. Their daughter and son-in-law are making the trip with them.

Roadmaster Cecil Parkin, Mrs. Parkin and their granddaughter Doris Ann recently spent a week at Mercer Lake near Minocqua.

Sympathy is extended to the family of Frank Matthies who died at a hospital in

Wausau on Aug. 26 after a brief illness.

Surviving are his widow, two daughters, Mrs. Maxine Archie and Mrs. Leota Wolfe of Wausau, and two grandchildren. Mr. Matthies was born in Merrill on May 2, 1894, and had resided in Wausau the past 31 years. He was a veteran employe with 37 years of service and had been switch foreman in Wausau yards for many years. Fellow employes acting as pallbearers were John Brown, Roy Johnson, James Callahan, Oscar Larson, Bert Leney and Kenneth Maas.

## Record Catch at Spring Creek



Victor Farrar with his champion 19-pound Loch Laven trout.

by PAT YATES

Correspondent, Lewistown, Mont.

**I**N THE past I have said a lot about our "World Famous Spring Creek" at Lewistown and the railroad fishermen who wove down its banks dragging in the big ones, and you can believe it or not. But Victor Farrar, relief section foreman at Hanover, has confirmed my statements. It happened this way:

Vic was fooling around with a fly rod and some night crawlers a couple of miles above the Milwaukee shops on Aug. 9 when he hooked onto a Loch Laven trout, one of the gamest fighting fish in our mountain streams. It was in a large hole which had, no doubt, been its home for several years but Vic forced it into the ripples and landed it with the help of a companion. The funny prize weighed 19 pounds and was 33 inches long, measuring 21 inches around the brisket and 7½ inches at the tail spread. Frozen in a block of ice it was exhibited at the annual fish fry of the Rod and Gun Club and is now being mounted for display at Nate's Sport Shop in Lewistown.

Vic has won many prizes for fishing and is entered this year in the Field and Stream Magazine contest. He is also in line for several prizes in the local fishing derby. The winner of the 1948 derby was a seven pound-eight ounce rainbow trout caught in Lake Lebo near Harlowton by Ted Nissen of the Harlowton store department.

## I & S M DIVISION

H. J. Swank, Division Editor

Mrs. J. P. Peterson passed away at her home on Aug. 17. She was the wife of I&M Conductor John Peterson.

Mrs. Oscar Haverberg, wife of Engineer Oscar Haverberg, passed away at her home on Aug. 16.

William J. Daly, 19-month-old son of Mr. and Mrs. Guy Daly (brakeman), died on Aug. 21 following a long illness.

Among recent vacationists were Time Reviser Rose Krulish, who visited relatives in Cedar Falls, Ia., and Green Bay, Wis. . . . Roadmaster Earl E. Long and family, visiting with relatives in New York and Canada. Superintendent and Mrs. Rowley who visited in Seattle and Alaska. . . . Pump Repairer C. O. "Red" Post and family, visiting relatives in Milwaukee.

A jinx seems to follow Conductor Bill Smith when he participates in a round of golf. His most recent harrowing experience was at Soldiers Field, Rochester, where he proceeded to lay out a long drive, only to have the ball explode in mid-air a few feet from the tee. I wonder if Dispatcher Carl Swan could shed some light on these mysterious happenings?

We enjoyed a pleasant chat with Oscar Ohde, retired pipefitter of Austin roundhouse, who lives in Dubuque and spent a few days in Austin during August. Oscar said that he had visited with John Schultz at Mercy Hospital in Dubuque and would keep us informed of his progress.

With the advent of the 40-hour week, some changes will take place, a few of which are as follows: Assistant Ticket Clerk LeRoy F. Williams has been appointed to relief job No. 1. His position is now on bulletin. V. A. DeFor was senior bidder for relief position No. 2. At present, relief job No. 3 and the yard clerk positions are on bulletin.

Roadmaster Joe Larkoski, who has been off for some time due to illness, has applied for an annuity, and A. P. Vogel, roadmaster from Madison, S. D., was assigned to Joe's territory effective Sept. 1. N. M. Martinson, who has been filling the vacancy at Austin, will be transferred to Madison, S. D., on the same date.

Clyde Seiler, cashier at Decorah, stopped at the office (without the crop of whiskers) on Aug. 31, for a visit while on vacation.

## MILWAUKEE SHOPS

### Coach Yard

Richard Flechsig, Jr., Correspondent

George Laetsch, our night foreman, was in the hospital recently but is back to work again and in good shape.

John Mosser, who is retired, paid the boys a visit recently. John seems to be putting on weight, so retirement must agree with him.

Steve Prodonovic is back on the job after being in an automobile accident while on a fishing trip.

The bowling season is about to start again and Captain Ed Berndt is beginning to round up his bowlers.

Sickness caught up with Abe Carroll, maintenance man, recently and he has been off the past few weeks.

Eugene Waszak who was a cleaner here at one time, paid us a visit recently.

Howard Koeser was in the hospital for a few days but is back on the job.

### Car Department—Office of Shop Superintendent

George E. Fiebrink, Correspondent

Mrs. Doris Nofsinger, night nurse at the shops, recently returned to work after an absence of five months, during which a little girl, Pamela Kay, was born to her and daddy. Erv Nofsinger, welder in the freight shop. All are doing fine except daddy, who still can't get used to those sleepless nights.

Paul F. Geisler, jacker boss, retired on Sept. 1 after serving the railroad for 42 and a half years. Before joining the company Paul traveled with the Ringling Brothers and rumor has it that he was a tight rope walker, but this has never been confirmed. He is planning to raise chickens and ducks on his little "farm".

Airbrake Foreman Tom Birch recently spent a vacation on Nagawicka Lake and returned with a very pleasant suntan and no fish. His little grandson caught all of the fish while Tom gave swimming lessons to the worms.

You folks who are movie fans may see yourselves or some of your fellow employees on the screen one of these days.

For several weeks the silver-colored American Foundry's special car ran tests on the La Crosse Division and occasionally entered our coach shop for adjustments. Professional camera men from Hollywood took some movies of the tests.

Among the men in the passenger coach department, 231, or about one half, are veteran employes. These veterans have worked for the Road a minimum of 5,775 years. The average actual service per man is 30 years, thus giving a total service of 6,930 years. This is over three times the span of the Christian era.

Freight Car Checker Frank Synek has been on the sick list for some time. We are hoping that he will return to work soon.

We had several visitors here during August. Among them was Frank Swanson, one time freight shop superintendent now with the Holland Company. Frank called to say hello, and treated his friends to lunch and cigars.

Myrtle Zunker and three-year-old Martha also were callers. Martha has the cutest curly hair that we have seen in a long time. She made herself right at home with our adding machine. Another visitor was Marge Bates Plant who worked in the accounting office here before she married George Plant, formerly of the drafting department.

Myron Hudemann, an SCD office former mail boy and formerly clerk in this office, was the conductor on one of the cars involved in the recent Rapid Transit collision at the Soldiers Home. Mike received only minor cuts and bruises.

Messrs. K. F. Nystrom and J. T. Gillick visited the shops on Aug. 25, making the rounds together.

On behalf of the office staff I wish to thank Miss Harriet Boyle for that wonderful treat she gave us on her recent birthday.

Again I want to ask the employes in the shops to submit those articles for publication. At this date the only real pal I have is Gibbie Allcott, schedule supervisor in G. J. Bilty's office. Gibb really goes out and gets 'em.

### Office of Mechanical Engineer and Supt. of Car Dept.

Harold Montgomery, Correspondent

James (Jim) Mezanac, son of our test department Joe, has been vacationing up near Woodruff, Wis., this summer. Jim is a 215-pound lad of 19 and is six feet five inches tall. He has long arms and a pitching windup that makes a good softball pitcher. Fast softball is getting to be the craze up north and Jim was put to work for Lake Tomahawk. He had a fine record this summer and was voted the most valuable player award. He goes to St. Norbert's College at West De Pere, Wis., but you can be assured that Lake Tomahawk will look him up next year.

Ken Pezoldt has taken a leave of absence for the duration of his education under the GI Bill of Rights. Ken had been with us since 1937 with time out for World War II duty. He will move to Miami, Fla., with his wife and attend the University of Miami, to study journalism.

The 757th Trans-Railway Shop Battalion's summer encampment gets under way on Sept. 5 for two weeks at Ft. Eustis, Va. Among our "lucky" boys to make the trip are William B. Reitmeyer, Russell A. Harrington, Henry E. Kiljanczyk, Richard Bauch, Jack W. Mulhollon, Fred Wiegatz, Richard H. Severson, Erwin H. Becker, Anthony F. Teisl and Martin G. Drinka.



I. C. "Nick" Urman-ski, chauffeur at Milwaukee shops (left), receives a set of traveling bags and a handsomely inscribed booklet from the friends who honored him with a retirement party at the North Avenue freight depot on July 30. Looking on are Mrs. Urman-ski, Leonard Kerlin as master of ceremonies, and William Joerres. A long planned tour of the United States will keep the Urmanskis occupied for the next few years.

Miss Katherine Hurley, R.N. (registered nurse), and Miss Adeline Mendlik have returned from a tour of the New England states. Mrs. Olive Daley, R.N., spent a few days up in Door County and reports a fine trip and beautiful lake scenery. I can vouch for that because I, too, spent a week at Sturgeon Bay with my family and friends.

The bowling league will open its 1949-50 season on Sept. 13 with the SOS program for the coming year.

Clare Wilson has returned from a two-week training period at Camp McCoy, Wis., under the auspices of the 32nd Division Wisconsin National Guard.

Hail Robin Engelke, oldest son of Robert W. Engelke (the W for Winnah!). Robin beat the best the city had to offer in the Milwaukee Sentinel soap box derby. Gifts galore, an airplane ride to Akron, Ohio, tours of Akron and Detroit, were among the prizes to the winner and his family. Robin lost by five inches in the race at Akron.

The truck shop said goodbye to two of its boys on Aug. 31. Paul Geisler, jacking foreman car side transfer table, started rail-roading in 1907 after giving up his job with the Ringling Brothers circus as teamster boss. He served in the truck shop, later became assistant truck shop foreman and then took over his jacking job. His truck shop friends presented him with a can of tobacco and two pipes and best wishes for good health on his poultry, berry and truck farm. The foremen presented him with a bag of silver dollars and gave him a signed scroll to show their appreciation.

Frank John is the other trucksmith retiring after 30 years of service. Most of his service was as spring plank machine operator. His friends and co-workers wished him well and in appreciation of his long and faithful cooperation gave him a purse, which was not empty, either.

George Fedenia is learning the tricks of the drafting trade as part of his apprenticeship. He is the son of our janitress, Anna Fedenia, and hails from the freight shop where he is learning to be a carman.

"Rollo" Erdman recently got mixed up with a crowd of upholsterers who took him out to the ball game in Chicago. They went to see Ted Williams hit a homer, but he didn't even get a scratch hit that day. Note: The next day Williams hit two homers in one game.

## A Flashback to the '20s



**T**HE PICTURES shown herewith are intended to be looked at before reading further. (Time out for a good look.) All ready? Then here's the story:

An acknowledgment is due L. V. Schwartz, district storekeeper at Milwaukee, Wis., for this flashback to the '20s. The picture below was taken at the Savanna roundhouse in 1926 on the occasion of the city's centennial celebration. The boys in the shop decorated the engine, which won first place in the grand parade. Many of the men shown here are still working at the roundhouse and others are now located at roundhouse points all over the system.

The picture of the blackface boys shows the famous CM&StP Minstrel Show in its heyday. This troupe was organized by employees at the Dubuque shops in 1920 and played together for eight consecutive years. The talent included dancers, singers, musicians and acrobats. The show always opened in Dubuque early in November and played at the leading local theater for four days, closing the season with a three-day run the following March. After the Dubuque tryout it would play week ends at Cedar Rapids, Laucaster, Bellevue, Cas-

cade, McGregor, Guttenberg, Patch Grove, Waukon and other points along the line. Thousands of Milwaukee Road people and their friends watched the performances. Mr. Schwartz has supplied the following identification of the players:

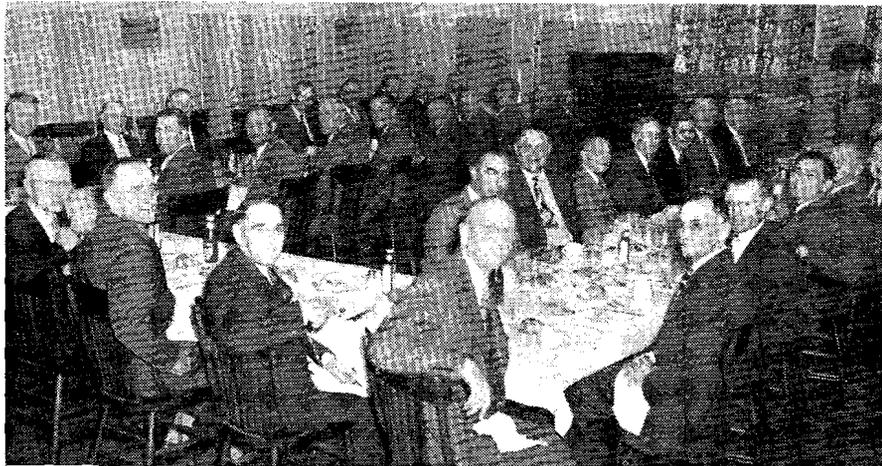
Front, left to right: Jimmy Hayes, deceased; Harry Haggerty, locomotive engineer, Dubuque; M. Marshall, boilermaker, Dubuque; Roy Oldridge, deceased; Hugh Wilson, deceased; John Young, taxi driver, Dubuque; Dick Sullivan, deceased.

Center: Ben Weber, tinsmith, Dubuque; Oscar Huber, machinist, Dubuque; F. A. Shoultz, assistant superintendent car department, Milwaukee; Earl Michel, draftsman, Dubuque; Del Doty, deceased; Joe Cassutt, musician, Chicago.

Standing: A. Ruff, machinist, Tomah, Wis.; R. McAllece, salesman, Chicago; Al Breckler, blacksmith, Dubuque; William Rosenberg, retired carman, Dubuque; Glenn Dewey, postal employe, Dubuque; L. V. Schwartz; George Goebelt, deceased; M. Ruff, machinist, Oelwein, Ia.; J. Spahn, clerk, Dubuque; W. Leuschner, machinist, Tomah.



## Trainmaster Hayes Feted at Butte



Dinner table scene at the farewell party for Trainmaster James Hayes. Facing the camera in the foreground are, left to right: "Vic" Peterson, Mr. Hayes, Superintendent A. C. Kohlhasse and C. G. Bleichner.

TRAINMASTER James Hayes, who has served on the Rocky Mountain Division for the past three years and who was appointed trainmaster of the La Crosse & River Division on Aug. 1, was honored by his Rocky Mountain associates at a farewell dinner in Butte, Mont., on July 30. Forty-five employes, including officers and friends from other divisions, attended the get-together. "Vic" Peterson, of the safety department, was master of ceremonies and short talks were given by officials and other guests. Superintendent A. C. Kohlhasse was the principal speaker. A testimonial gift was presented to Mr. Hayes and he was assured of the best wishes of every employe on the division for success in his new post.

Among those present were the following: From Butte—C. R. Strong, W. J. Zahradka,

B. B. Bywater, P. Olson, H. C. Johnson, H. C. Humphrey, M. Mason, Mr. Kohlhasse, C. G. Bleichner, R. Koube, A. W. Wickersham, H. M. Richmond, H. M. Sweeney, J. F. Burns, J. R. Callant, C. T. Bequette, W. J. Schector, C. V. Peterson, R. Klume, S. J. McCormick, E. S. Bleichner, H. O. Ullery and Dave Erlich. From Deer Lodge: W. E. Brantigam, H. W. Mellon, E. L. Hopkins, H. J. McGwinn, B. Kirk, N. H. Boyer, P. H. Hertz, H. E. Theriault, W. Arthur, L. E. Skeats, J. S. Speck and C. E. Williams. From Bozeman: H. G. Merkel, N. Listarhis. From Lewistown: F. E. Devlin and O. Haanes. From Three Forks: W. E. Merrill and F. Austin. From Missoula: R. P. Jorgensen and G. B. Baker. From Tacoma: H. R. Beers.

### Store Department

*Earl L. Solverson, Correspondent*

Frank Banazek, stockman of the passenger material store room, has been employed in the store department in various capacities since 1912. A departure ceremony was held on Sunday, July 31, at St. Catherine's Church, Milwaukee, in honor of his son, the Reverend Vitalis Banazek, O.F.M. Cap., who was to leave in August for mission work at Bluefields, Nicaragua, as a member of the order of Friars Minor Capuchin. Bluefields is in the jungles of Central America and the mission covers an area of over 27,000 square miles. The area is one of the rainiest spots on earth and contains dense jungles and bottomless swamps.

Stockman Howard H. Lyons of the signal store is at present in St. Joseph's Hospital in Milwaukee for observation.

The following Legionnaires and auxiliary members of the Milwaukee Road Post No. 18 and unit left with the Badger group on Aug. 27 to attend the national convention of the American Legion, Aug. 29 to Sept. 1, in Philadelphia: Commander Frank Brewa, Unit President Mrs. Frank Brewa and daughter Audrey, First Vice Commander John Foren and son Mike, Adjutant-Elect Earl Solverson; also Past Commander

Clarence Horlivy and wife of Milwaukee Post No. 1.

John Wandell, assistant general storekeeper, lost his mother, aged 89, who died on Aug. 20 at Kaukauna, Wis.

Gilber O. Leack, chief clerk to district storekeeper, his wife and sons Lary, Paul and Robert, recently took a 10-day automobile trip with stops at Cleveland, Niagara Falls, Montreal and Quebec, returning via Sault Ste. Marie. Visited the shrines at Montreal, St. Anne de Beaupre and Cap De la Madeleine.

### Locomotive Department

*Leone Schneider, Correspondent*

It is always good news when someone recovers from an illness. This time it's little Bobby Wohlfard, who is back home from the hospital completely recovered. His dad is Big Bob Wohlfard, a molder in the foundry.

Bill Geil traveled to Georgia recently in his new Chrysler car to pick up his son who is in military service. Bill is a clerk in the SMP office.

Norbie Kieman went all the way to North Dakota recently to attend a wedding. He combined it with a vacation trip and had a grand time.

One Sunday afternoon recently George Jung and wife went fishing in Friess Lake.

They finally had a catch, but it took 45 minutes to land it. Mrs. Jung netted the fish and pulled it into the boat, then took the plug from his mouth and nonchalantly threw the prize back into the lake. Poor George almost stopped breathing, but hearing his wife shriek, had to restrain her from jumping into the lake after the fish. The two defeated anglers went back to shore and George swears that he could hear a long, low chuckle coming from the lake. He wants to know—does a fish laugh? George is a clerk in the SMP office.

There isn't a day goes by when Eddie Halupniczak forgets to talk about his Gypsy. He told us how beautiful she is and of how he couldn't be without her, in fact he had the gang believing he had fallen in love. Here is a little tip—Gypsy is his new Dodge, and the color of the car is Gypsy Green, hence the name.

## ROCKY MOUNTAIN DIVISION

*Nora B. Decco, Correspondent*

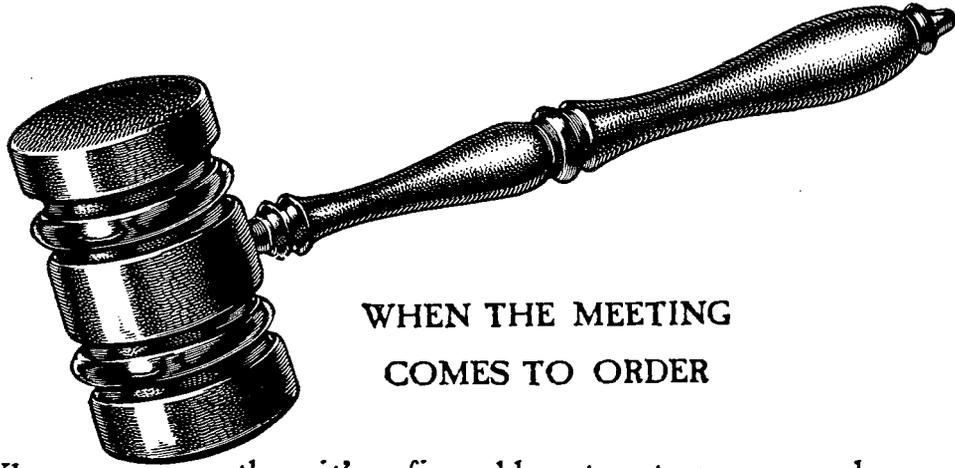
Gallatin Gateway Inn will close Sept. 10, same date the park hotels close, and another tourist season will be over. This has been a most successful year and everyone looks forward to next year. The wide open spaces are a popular playground these days and this is a good idea, as there are grand fishing streams, wonderful scenery, and fine roads everywhere that one would wish to go to. The parks and dude ranches in Montana are popular places always to spend a week or all summer, but this year they have outdone even the travel folders and left nothing to the imagination. But we hope for more of the same next year.

Like old times around this part of the county, too, with trucks of wheat standing in line waiting to get in the elevators. Some don't get in and at many places wheat is being thrashed on the ground. Everything that can be is used for storage, from a tin shed to Fido's little dog house, and the spring wheat hardly started to harvest yet!

In July, Roundhouse Foreman Stewart and

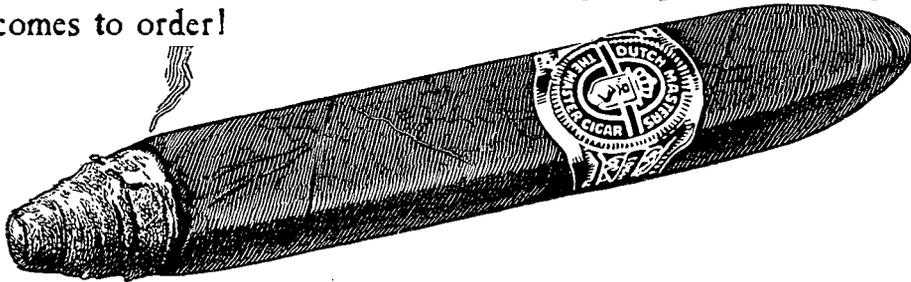


Freight house employes at Lewistown, Mont., who complied with the local edict to grow beards for the "Go Western Days" there in August. Left to right: Jake Sanford, Ray Kester (front), Roy Mathews, Kenneth Castile and Dana Mathews. The celebration was held in connection with the Central Montana Fair to observe 70 years of progress at Lewistown.



## WHEN THE MEETING COMES TO ORDER

Wherever men gather, it's a fine old custom to pass around the Dutch Masters before talking business. Tempers soften and arguments seem to vanish, as the mellow aroma of truly great tobacco fills the room. Gentlemen, light up—the meeting comes to order!



# DUTCH MASTERS CIGARS

the Mrs. took off for a two-week vacation and went a lot of places. Mr. Stewart was relieved by Ernest North of Milwaukee. One of the stops the Stewarts made was at Tacoma where they visited their son Lawrence.

Mrs. Herman Lieb of Seattle, wife of the late engineer, visited friends in Three Forks during August. The Liebs moved to Seattle about two years ago, and it was there that Mr. Lieb passed away. The family had lived here more than 30 years.

Bruce Cederholm has left the third trick here and gone over to Butte on the side table.

Agent Ralph Kemberling and the Mrs. came down from Martinsdale and spent two weeks' vacation visiting friends here and also at Butte. Ralph tells us he is going to retire—well, some day soon.

Fireman and Mrs. Julius Degiedo and their family made a trip by car to Wisconsin in August, and visited home folks for two weeks.

A wedding of interest to Rocky Mountain employes was that, on Aug. 20 in Deer Lodge, of Miss Laura Jane Brautigam, daughter of Mr. and Mrs. Willard E. Brautigam, and Roy June, son of Mr. and Mrs. Charles E. June of Missoula. Laura Jane graduated from Powell County High School, Montana State College at Bozeman, and John Hopkins Hospital in Baltimore. Mr. June

graduated from Montana State University School of Journalism, served in the Air Corps in World War II, and will enter the university law school this fall. They will make their home in Missoula.

### Northern Montana

*Pat Yates, Correspondent*

Roadmaster R. M. Hale and family of Butte visited friends here recently. Mr. Hale was roadmaster here for a number of years.

Mrs. Ole Vinge, wife of Sectionman Vinge, is confined in the Billings Hospital at this time.

We are happy to report the birth of another daughter to the Roy Baumgartner family of Winnett; named Janet Marie.

Freight House Clerk Jake Sanford is around with a great big smile reporting the birth of a baby boy to him and Mrs. Sanford. The young man was named Danny, and weighed seven pounds, one ounce.

The Women's Club had a very successful potluck picnic at the Lewistown Fish Hatchery on Aug. 20. Plates just aren't big enough to get a taste of all the good things they had to eat. I am taking this opportunity to advertise for much bigger plates for Milwaukee Road picnics. Visiting with

friends, pitch and pinochle were enjoyed after the dinner.

The mother of Conductor Lou Wandell passed away on Aug. 20 at Kaukauna, Wis.

Roadmaster Tony Spatafore gave his son Tommy a rabbit for a present last Easter. In making a pen for it little Tommy accidentally ran the point of a knife into his eye. He was recently taken to a Great Falls hospital where a specialist operated to remove the cataract that had formed. We are hoping for a speedy recovery for the little fellow.

### MILWAUKEE DIVISION

#### First District and Superintendent's Office

*J. E. Boeshaar, Correspondent*

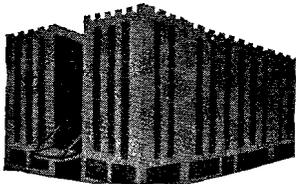
Train Dispatcher H. L. "Hard Luck" Martin scored again in the 4 p.m. hat shuffle, coming up with a dandy panama. The only trouble with it is that it doesn't fit too well. Whoever got his never showed up again, so we don't know what he is going to do without his favorite katy.

Speaking of hats, E. Chester Holden, conductor on the Chippewa, was in one morning recently and Louis Knoebel, our time revisor, tried on his conductor hat just for appearances. The hat fit quite

well over his ears, so he removed it, reached in and pulled out a penny. A regular magician, eh what?

Superintendent W. J. Hotchkiss has arrived here and has taken a few inspection trips over the division to get acquainted and to renew old friendships.

It's nice to have folks out in the country, because one day recently our file clerk, Miss L. F. Rohlinger, received a large box of sweet corn on the morning train from Woodland. We were not invited for dinner.



For the same money  
enjoy the best.

*Hotel Minnesotan*  
MINNEAPOLIS, MINN.

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*The MILWAUKEE ROAD*

Specialists in railroad watches, fine  
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*Always at Your Service*

## CHICAGO TERMINALS

### Bensenville

*Dorothy Lee Camp, Correspondent*

Fritz Middlebach, C&M brakeman, has a '47 de luxe Buick and Conductor Hanes has offered to punch holes in the fenders to make it look like a '49 model.

Les Pryor, roundhouse mechanic, and Tony Whittmer, crane operator at the Bensenville roundhouse, both wish to express their thanks for the kindnesses and good wishes sent to them by their friends. Both are recovering from eye operations and are reported as doing very well.

Glad to see Illinois Division Conductor Bill Maze back on the job after a bout with virus X.

Clyde Love and wife Kitty were blessed with another addition to their family group when William Robert arrived on Aug. 12.

Jack Verstige, train clerk, and wife Beverly welcomed a second sweet little baby girl, Janet, on June 26 (Daddy forgot to tell us the good news). Janet's older sister Jerry, who is five, is very pleased with her new sister.

Assistant General Yardmaster Harry Stockwell lacked about two months of completing 50 years of service with the Road when he retired on Aug. 7. When interviewed he said it would feel good to be able to do as he pleased, and when he pleased. Harry, or "Unk" as his fellow employes know him, said he had really enjoyed his years on the railroad. "Not all of them were easy," he said, "but work never hurt anyone who was willing to do it." He didn't tell about all of the young fellows he has helped through college, but I'm told that he has put several boys through law school and medical school. The best wishes of everyone he worked with go with Harry as he retires. He was presented with a nice gift of remembrance from all those who knew he was taking his pension.

Our vacation bound employes turned up with a lot of new cars this year. Ed and Marge Meier, both clerks, enjoyed a new Champion Studebaker while traveling in Wisconsin and Minnesota. Trainmaster Roy Love and family traveled in the comfort of their '49 Mercury while seeing the sights in Missouri, Kansas, Oklahoma and Illinois. Trainmaster Archie Jennings and wife Irene were sporting a shiny new black Packard when they started out to view the beauty spots in Florida. They were to finish off the trip by flying to Cuba. Lorayne Schockmel, stenographer to Assistant Superintendent Wilson, returned from a trip to Florida on Sept. 1. Lorayne also flew to Cuba.

Someone recently left a cute little black puppy in a box in the Bensenville office. Cold and shivering, little "Charcoal" made her presence known. Several telephone calls later big hearted Yardmaster "Kickapoo" Sampson came over to see the little thing

and when she snuggled against his hand she won herself a new home. (Please, fellows, no more puppies or kittens—everyone seems to have a pet to dispose of, and we can't wish any more off on Sampson!)

About the middle of August the evening papers carried a picture of an eight-year-old boy badly burned and probably blinded by a gasoline tank explosion. A lot of the Milwaukee lads trade with this little fellow's aunt at a local bakery. Blood donors were badly need, so I posted bulletins around the Bensenville office and turned over a nice list of donors to his happy aunt the next morning. I've been asked to express her very grateful "thank you" to the following who are standing by to help an eight-year-old fellow: Clerk Robert L. Hicks, Jr., Clerk Harold E. Ackerson, Clerk Alfred P. Smith (here from Africa), Yardmasters Kenneth Crouse and Joe Camp, Engineer "Happy" Neumer and his daughter. As of Sept. 1, I am happy to report that the little fellow has a very fine chance of getting well and surgery may save the sight of one eye.

Conductor Niel Greig dropped a card from San Antonio, Tex., as vacation time found him getting some hot licks in on the golf course with his new set of clubs.

Marshall Merriman, vacationing in St. Petersburg, Fla., informed "Ducks" Halverson by mail that he was too sunburned to walk and, worse than that, too sunburned to fish!

On Aug. 15 Richard DeViney, home on leave from the Marine Corps, dropped in to say hello. He'd like to have letters from you fellows—Pfc. R. A. DeViney 1096854, Clothing Division, Bldg. 1108, M.C.S.D.—M.B., Camp LeJeune, N. C.

Bruce Bishop, son of Assistant Agent William Bishop, is back at the office between



John S. Morrissey, retired Chicago terminals switchman, introduces his grandchildren, Nancy Damlos, 6, and Jackie Damlos, 9 months. Morrissey was employed at Division Street prior to his retirement in 1946.

## WEST COAST WOOD PRESERVING CO.

*¶ We are proud to serve "The Milwaukee Road" in  
supplying treated ties and structural timbers. ¶*

Office: 1118-4th Avenue. Seattle, Wash. ♦ Plants: Eagle Harbor and West Seattle

For the information of employees, *The Milwaukee Magazine* begins this month the presentation of *Milwaukee Road advertisements* appearing currently in national magazines. The one shown here is scheduled to appear in *Time Magazine*, Sept. 19; *Newsweek*, Oct. 10; and *Trains Magazine* for October.

# They travel **FREE** on the **HIAWATHAS**



summer school and the start of the school term at the University of Notre Dame.

Switchman Ike Hedges decided that Aug. 8 was a good time to retire. According to reports he had celebrated his 77th birthday. Ike is known for his wit. The young fellows have a hard time getting ahead of him at any time.

Illinois Division Conductor Bob Helsdon ended his vacation with a bad dive from a diving board and injured his right hand. At this writing it is still in bad shape.

Thanks to John Duffy, relief rate and bill clerk, for a bit of Galewood chatter. Lorraine Petmezas was showered with gifts by her friends at the Galewood office a short time before Sept. 1 when she was to keep a special date at the altar with her best beau.

Frank Dominick and Phil Scorza decided on inside jobs with cold weather drawing near. Frank got the night car record job and Phil will be saying car records on the 4 to midnight shift.

The undefeated golf team of Wally Hamann and Special Officer Vern Schroeder has beaten all comers and tied with the IHB team of Ed Shannon and Joe Kraft.

W. A. Rieger, retired yardmaster now of 234 S.W. 48th Avenue, Miami, Fla., wrote on Aug. 26 in the midst of the hurricane that it was scary but all was well with him. George Blakely, clerk at Galewood, had stopped in for a visit a few days before he wrote. Rieger said he would like to hear from the old gang, so get busy with those letters, fellows.

Thor Klevens, acting as guide for the Sioux Falls Shriner unit, had a very enjoyable time at Riverview Park in Chicago. Seems the entire unit got lost somewhere around the "Bobs" and arrived at the Shriner parade starting point too late to enter the big event. No one seemed to mind too much, as Thor was such an excellent entertainer and guide—even if he did get them lost.

## Union Street

*Florence LaMonica, Correspondent*

Parking is becoming a problem around the local freight office these days. Non-employees working as far away as Lake Street and the Merchandise Mart get down bright and early and occupy all of the available space. Ask Bob Walsh—he never can get a parking space near the building. We need a sign marked "Employees Only."

We don't mention vacations, but when you go to California for three weeks and come home to find that your family has surprised you with a new 1949 Buick, is that news? Ask Florence Vartabedian, secretary to Trainmaster Withee.

That old long-legged bird has been so

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Here's something else. Youngsters under twelve go for half fare.

The Milwaukee Road invites you and your family to ride the HIAWATHAS. The comfort, speed and hospitable air of these delightfully modern trains will appeal to old and young alike. See our nearest ticket agent or write to me if we can serve you. H. Sengstacken, Passenger Traffic Manager, 708 Union Station, Chicago 6, Ill.

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busy around our chimneys these days I'm afraid he is very tired. Dorothy Potter, ex-telephone operator at Union Street, had a baby girl recently; Hugh Gallagher, night foreman at House 2, became daddy for a four and a half pound boy; and Tim Lynch, caller at House 2, was presented with a nine-pound son.

Herb Schoenfeld, House 3, is home from the hospital and convalescing. Sorry about his accident.

The father of Bob Hance, reconsigning desk, died on Aug. 1.

John Lisecki, one of the boys in our police department, has been ill for a long time and passed away in August. John was a swell fellow and we will surely miss him.

David Bystedt, cashier at Union Street prior to his retirement, died suddenly on Aug. 2.

By way of the grape vine we heard that Lois, the daughter of V. Petersen, chief clerk at Union Street, was married on Aug. 27. Lois has pinch hit around here on many occasions and we are sincere in wishing her happiness.

Don't forget, folks, that I still need a five-room apartment. And I do mean soon.

## D & I DIVISION

### First District

E. Stevens, Division Editor

Conductor and Mrs. Louis Pazour, Jr., of Savanna are happy over the arrival of a young son on Aug. 28.

Wayne Schrunck, formerly operator at Savanna, retired the latter part of July. His first job as a telegraph operator with the railroad began in 1906. In 1945 he was elected general secretary and treasurer and assistant general chairman of the ORT and was holding these offices at the time of his retirement. Mr. and Mrs. Schrunck will reside in Guttenberg, Ia., where they are building a new home.

Martha J. Castle, only daughter of Yardmaster and Mrs. Laird Castle of Savanna, became the bride of Robert L. Wagner, also of Savanna, in a pretty afternoon ceremony in the First Methodist Church in Savanna on Aug. 7. After a honeymoon trip to Canada and eastern points, they will live in Savanna where the groom is in business with his father.

Gene Vesely, son of Conductor and Mrs. Raymond Vesely of Savanna, was married to Miss Ada Schall in the Methodist Church at Hanover on Aug. 21.

Charles Langley, retired assistant roundhouse foreman, and Mrs. Langley will make their home at 1414 Pershing Avenue, Davenport, Ia., leaving Savanna on Sept. 1.

John R. Slater, roundhouse foreman at Savanna for many years and the past year

a resident of California, returned to Savanna during August and has since been confined to the Savanna hospital.

Miss Julienne Johnson, only daughter of Switchman and Mrs. Alfred Johnson, and Pfc. Glen A. Snyder, also of Savanna, were married in Kentucky on Aug. 27. Private Snyder is serving in the Marine Corps and is stationed at San Diego, Calif.

John M. Schliep, 61, of Ontarioville, general car department foreman for the Road, died on Aug. 9 in Sherman Hospital, Elgin. Funeral services were held in Elgin.

## Quad Cities Area

Marion L. Arnold, Correspondent

Mrs. Charles Tubbs, wife of one of our ice house employes, died on July 30. Sympathy is extended to her husband and two sons, both of whom are employed at Nahant, Russell as P.F.I. and Arba as roundhouse clerk.

Anne Murphy, O.S.&D. clerk, will be off duty for several weeks. She fell on Aug. 14, breaking a bone in her right wrist. Dacil Cabbage, roundhouse employe who was seriously injured on June 2, has been taken to an Iowa City hospital. He writes he is now out of the cast in which he spent so much time and hopes to see the boys at Nahant soon.

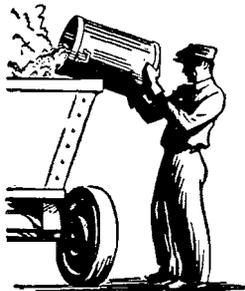
We have enjoyed visits this summer from many employes who were formerly stationed here. "Smoky" Reeves, retired switchman who now lives in St. Paul, stopped in the office while in Davenport. Mrs. Reeves, recovering from a bad fall three months ago, walks with the aid of crutches. C. E. Barrett, district general car foreman at Tacoma, who was formerly car foreman at Nahant, spent his vacation in the Tri-Cities. Ernie Buckholtz, another former car foreman at Nahant and now foreman of the southern district in Chicago, visited here also.

Switchman Pete Crouse spent 15 days in the National Guard annual training session which was held in the vicinity of Lake of the Ozarks.

Frances Light, general clerk at East Moline, has returned from her vacation and reports having a delightful steamer trip on Lake Michigan and a visit with her parents in Des Moines. Mildred Logan, rate clerk at Davenport, found that August is not the best fishing month. She and her husband and son Jimmy spent a week in Chetek, Wis.

Ralph Light, East Moline freight house foreman, is off outboard motors for life. On his recent vacation his motor caught fire while on the Mississippi and he had to overturn the boat to put out the blaze. He then floated the boat to shore, losing his shoes and his good disposition in the process.

W. F. Fonger has replaced W. L. Connors as roundhouse foreman at Nahant yard.



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# TERRE HAUTE DIVISION

## West Clinton Area

Earl H. Lehman, Correspondent

Top place in our column this month is personal mention of Carpenter Foreman Laurence Burdsall and his competent crew who had the job of putting a new roof on the 106-foot coal chute here in August.

Conductor John E. Carpenter and Miss Juanita Marie Meadlo of Terre Haute were married recently.

Assistant Stockman Alvin Reed, wife and little son, Michael, spent several days recently at Niagara Falls and in Canada. It was a fine vacation, judging from the pictures they brought back.

It was reported recently that Assistant Car Foreman Carl Reuter was included in the reduction of the car department force. The report was erroneous—he had been on vacation and is now back as foreman on the clean-out tracks.

Brakeman L. P. Dagley observed the first anniversary of his ownership of the Dagley Cafe on Aug. 16. The boys thank "Bud" for the cigars that were passed around.

Brakeman Harley Ragle, Jr., is working as cook for the Burdsall carpenter gang. He recently was married to Miss Bonnie Chaney, daughter of Fireman Emil Chaney.

Carman Warren Davis has been busy these days breaking in a new blue Chevrolet coupe.

Robert Stewart, retired conductor, enjoyed a visit from his daughter, Olive Marie, and husband of Indio, Calif., during August.

Francis Carrell, car department employe, has been seriously ill for several weeks.



Michael J. Paluchniak, delivery clerk at Morgan Street, Chicago (center), pictured with R. G. Larson, agent at Jefferson Street (right), and Joseph Prazak, foreman of House 1, as he retired on July 31. Mike started his Milwaukee Road service on Apr. 10, 1907, as a stevedore. He had been delivery clerk at yard No. 1 since 1936.

Brakeman and Mrs. O. A. Young spent two weeks in August visiting with their daughter and son-in-law, Dorothy and Fred Osso, and "Busty's" little grandson, Johnny, at Cranston, R. I.

Conductor W. O. "Slim" Reynolds sent back some interesting pictures from the mountains recently. He has since returned home.

Yardmaster Cyrus Bodle and wife returned in August from a vacation at Tomahawk, Wis.

General Yardmaster R. T. Davis vacationed

in August. On the day we found him lounging in front of the Clinton Hotel, he gave out the impression that he owned the place.

Carman Jack Dorfmeier, wife and little son visited in Detroit and Chicago in August.

Mrs. Elmer Stevens, wife of machinist helper, was seriously ill during August.

Operator J. W. Wright visited his old home town, Elizabethtown, and Columbus recently. He was relieved by Operator Paul E. Prather.

Storekeeper Harold Patton is the proud owner of a new Plymouth. His riders, Al Tryon, George Lentz, Slim Richardson and Walter Guthrie, are also proud—they even "dressed up" the first day they came to work in the new car.

Conductors L. V. Allen and Carl Ditto came out with new Dodge cars during August.

Conductor Ralph Ramey and wife, accompanied by relatives motored through the East recently taking in New York and Boston.

Engineer Edward Baker is seriously ill at the present time.

Edward Acton, retired engineer, and wife are in California at present. They expect to return about the middle of September.

Conductor and Mrs. William G. Pate enjoyed a visit from their daughter, Joyce, and little son recently.

We are very glad to report that John Steffey, retired store employe who has been very ill for some time, is improving.

This month's fishing "champ" is Conductor Wallace Jordan who came up from the creek with a 12-pound channel catfish.

Mrs. Charles McCauley, wife of round-house employe, has been on the sick list.

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MONTREAL

The former Priscilla Gamble, daughter  
of Engineer John Gamble, is seriously ill  
at this time in Detroit. Her many friends  
here are hoping for her early recovery.

Conductor Wallace Jordan is grandpa  
again—a daughter, Dorian Mae, was born to  
his daughter, Mary Jo Crane, on August 19.

Carman James Brown, his son, Conductor  
Lee Brown, wife and children, visited the  
Chicago Railroad Fair in August.

## CHICAGO GENERAL OFFICES

### Office of Auditor of Passenger Accounts

Bill Tidd, Correspondent

Roy Passaglia and Muriel Corrado were  
married on Sept. 27 at St. Mel's Church,  
followed by a dinner and reception at the  
Como Inn.

Marjorie Anderson and Eugene Lewetzki  
were also married on Sept. 27, at the  
Evangelical Church of St. Philip in Chicago.

Whitey and Doris Robbins are the parents  
of a boy born on Aug. 14 at Grant Hospital.  
Lillian Schoepf picked Bermuda as a  
vacation wonderland, leaving on Aug. 27  
for a two-week trip.

Naomi Johnson and June Mathesen took  
a trip to Lake Louise recently.

Jack Brandenberger went about 300 miles  
north into the wilds of Canada on his  
vacation.

Erna Reck has a new De Soto and took  
a vacation trip through the New England  
states.

Tony Naatz and his wife visited their  
daughter in Colorado during August.

Maury Weinstein took a trip through the  
Ozarks and down to Texas.

Roy Tiedge is convalescing from an opera-  
tion at this time.

### Auditor of Station Accounts and Overcharge Claims

Mary Rose Burke, Correspondent

Romance is blooming in the central sta-  
tion accounting bureau. Golden Terrell re-  
turned from her vacation wearing a new,  
sparkling diamond on her third finger, left  
hand, and on Aug. 31 Gladys Penning re-  
signed to be married to Arch Brocker, tele-  
grapher on the Superior Division. The couple  
will live in Kiel, Wis. Gladys was presented  
with a Nesco electric roaster from her friends  
in the office, and our talented Mary Ebert  
made a chic crepe paper wedding party to  
decorate the table on which the roaster was  
displayed.

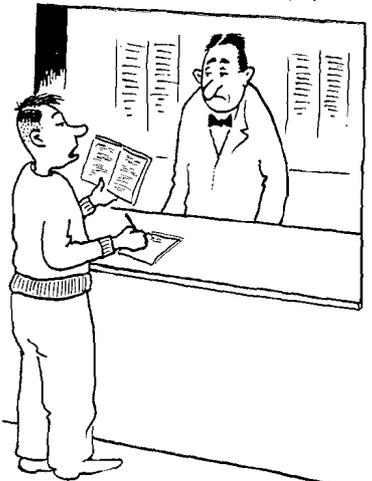
While the girls in the central station  
accounting bureau are falling in love, the  
men in the overcharge claims division are  
just falling. Carl Anderson stumbled and  
fell in front of the Gateway Theater one eve-  
ning and was unable to come to work for a  
day, finally returning with his nose covered  
with scars. Bernie Rausch fell with more  
dire results while playing the last game of  
the baseball season. He fractured his leg  
and will be laid up for several weeks.

Traveling Auditor Wagley's daughter gave  
birth to a baby boy last month, making Gus  
a grandpa for the second time.

Sympathy is extended to Cecelia Mansfield  
on the recent death of her sister, and to  
L. H. Severson on the death of his brother.

Women own 70 per cent of all pri-  
vately held wealth in the United States.  
The railroad industry is owned 47 per  
cent by women.

## TRAIN INFORMATION



RUSS PRIESTLEY

"Now here's the hard part—Train  
A stops 15 minutes at Milwaukee  
while Train B, which was traveling  
at 30 m.p.h., slows down to 20 m.p.h.  
five miles west of St. Paul. . . ."

## Freight Auditor's Office

J. A. Strohmeyer, Correspondent

On Sept. 1 we helped Robert M. "Bob"  
Franks, our former co-worker (retired)  
celebrate his 90th birthday by sending him  
a box of his favorite Garcia smokes and  
\$30 in cash. Bob is well, except that he  
is having a little eye trouble.

On Aug. 16 Mae Whitman, review bureau,  
became a 40-year veteran employee.

Stan Pufundt and Charles Tarkowski,  
review bureau, spent their usual vacation  
at Port Washington and on returning, Aug.  
29, Stan went to St. Mary's Hospital for  
a check up. We're hoping he will return  
to work soon.

Robert West vacationed "away up north"  
at Antioch but caught very few fish. Joe  
Wager, review bureau, and the Missus spent  
their vacation motoring all around Lake  
Michigan, just to see what's on the other  
side.

Elsie Dreher, estimated earnings bureau,  
vacationed in Illinois, Wisconsin and Michi-  
gan. She reported seeing Ann Anderson,  
switching bureau, at Wisconsin Dells, and  
met Bessie Whyte, auditor station accounts,  
on the City of Grand Rapids, en route to  
Benton Harbor. Lillian Erickson, rate revis-  
ing bureau, vacationed at Salt Lake City  
with her husband, also visiting other west-  
ern points.

Mrs. Hertzman, the former Dorothy Zill-  
ner of the rate revising bureau when em-  
ployed here, visited us recently with her  
little baby girl.

James Harvey and family vacationed at  
Portland, Ore., and nearby points.

Harry Wallace, rate revising bureau, who  
was on sick leave for 60 days is back on  
the job.

Dick Kane, interline balance suspense  
bureau, is back on the job after two weeks  
in Alexian Brothers Hospital. Says he's  
feeling fine again.

Al Gerke, bowling league secretary, re-  
ports the men's bowling league all pepped  
up and ready to start the 1949-50 season;  
on Sept. 20, 6:30 P.M. at Lakeview Alleys,  
Clark Street north of Belmont Avenue.

Hazel Hettinger of the accounting machine bureau, vacationed with her husband Willard of the Union Station office, traveling in their 1949 Dodge through Colorado Springs, Estes Park and Arizona.

Erna Hendrickson of the accounting machine room, taking her daughter with her, spent a restful vacation enjoying farm life at Winterset, Ia.

Donna Hyett, Helen Linden and Josie Hertleem, of the waybill filing bureau, left us Sept. 1 for the "good old school days". Norma Kasper, same bureau, is on two weeks' vacation and two weeks' furlough.

Mike Sabacinski, elevator operator, and his son Leonard, of the payroll and tax office, and their families wish to thank employes in the building who donated blood for Mrs. Sabacinski who is seriously ill at this time.

### Office of Auditor of Equipment Accounts

Harry M. Trickett, Correspondent

Alvera Struck is the mother of a girl born on July 16. Other new mothers are Helen (Casselman) Swantek, with a girl on Aug. 1, and Grace Kalish, with a daughter on Aug. 2.

Office visitors on Aug. 3 included Delores Lenz, with her twin boy and girl, Rose (Milnik) Ochronicke and daughter, and Rose (Liina) Hodal and two-month-old son.

Sympathy was extended to Lorrain Leinwender in the sudden death of her mother in Chicago on Aug. 1, while on a visit from Marshfield, Wis.

Clara Wood and Duncan Hines really get around to the unusual eating spots—Clara had dinner on Aug. 2 on board the "Chessie" dining car at the Railroad Fair.

Mary Oehm journeyed to Quebec on her vacation and enjoyed a boat trip from there to Chicoutimi, Can.

Pauleen Dutka returned from Miami Beach and Havana, Cuba, on Aug. 15.

Helen Reed was honored with a baby shower on Aug. 26, and Alice (Johnson) Hobs was likewise honored on Aug. 31, when they both resigned.

On her return to work on Aug. 22 it was revealed by Theresa Quinn that she was married on July 31 to Joseph Miceli. She was given a belated bridal shower.

Dorothy Bubalo was tendered a bridal shower on Aug. 27 and was married to Alex Grakavac on Aug. 28. They honeymooned at a Tomahawk, Wis., resort.

The first bride of September was Audrey Hansen who was honored with a bridal shower on Sept. 1 and married to Robert Lundin on Sept. 2.

Our office girl, Geraldine Skorczewski (Gerry), will resign on Sept. 16 and attend the University of Illinois to study pharmacy.

### Auditor of Expenditure's Office

Daniel J. Boyle, Correspondent

To us, as to all rails, big news is the 40-hour week. It was duly celebrated by Frank Opie who divided up 20 pounds of cake among the employes on our last working Saturday.

Leaving us to do missionary work in South America was Betty Austin of timekeeping. She was with us nearly six years and took with her our best wishes for success in her new calling.

The deep silence in the forward end of the auditor of expenditure's office is the result of the I.B.M. machines being transferred to Mr. Sowle's second-floor key punch section.

Retiring on July 15 after 26 years' service with the Road was Walter Lodge, traveling accountant. He was presented with a gift from his fellow employes and their hopes that he will enjoy many years of comfort and relaxation.

Kicking the gong around in the Twin Cities over the Labor Day week end were Sue Pullman, Gladys Coover, Vivian Schultz and Lois Ritter of the comp bureau, and Trudy Pacholski and Loretta Bobkowski of the typing bureau.

Back from vacations are Ruth Brauneis who saw the Golden West, Mary Elser who toured upper Canada, Dan Hanratty and Joan McCoyne who stayed right here in the Windy City, Rose Nagel from British Columbia and Georgia Perry from Minneapolis.

Nedra Switlick presented her husband with a baby girl on July 29. Bernice Brezinski is the proud mother of a baby boy born on Aug. 17.

Visitors to our office whom we were glad to see were Bob Wilson, Eva Burger and son Chuckie, Earl Marsh from Milwaukee, Jean Anderson, Sol Farley, Freda Wysocki and Nina Moore.

Charles Pfannerstill now heads the material bureau with Claire Capron as his able assistant, the result of Charlie Kleeman being promoted to the ranks of the traveling men.

Mary Jane Schwachtje, Elvira Grasso and Adeline Gotto of Gene Forster's builders bureau must have had the luck of the Irish with them when they made a \$150 haul on the August drawing. It was split three ways among them.

The tourist having his first glimpse of Niagara Falls had fallen into the hands of a guide who was working up to a big tip.

"Think of it!" said the guide. "Millions and millions—yes, billions—of gallons of water going over every day!" "How about nights?" asked the tourist.

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COLUMBUS 7, OHIO

## COAST DIVISION

Harry W. Anderson, Division Editor

August 19 was the big day for Jeanette Lewis, former steno in the chief carpenter's office, who was married on that date to James Turman in a beautiful ceremony in the Presbyterian Church at Puyallup. A reception was held in the church parlors. The young couple will leave for New York where Mr. Turman will attend Columbia University.

Ruby Baker, steno in the chief carpenter's office, and her husband have taken to the air in a big way. They now have their own plane and wherever they go, it's by air.

George Crissman has been troubled with a pain in his shoulder and arm that has puzzled the doctor, but the fact has been thoroughly established in his mind that it hurts like the dickens. He is feeling almost as good as new now, and we hope that he will soon be completely recovered from the ailment.

Everybody is getting into the vacation act these days. Ruth Phelps has returned from a visit to Canada. Chief Clerk Lester Ellis is spending his vacation here and there, and on the Olympic Peninsula. Gertrude Alden is going to Canada. Time Revisor W. J. Fitzgerald has not decided just where he is going, although some folks have told him where to go. Harold Wheeler, clerk to chief carpenter, went to Canada. Joe Maki sort of spread his trips around. Division Engineer T. M. Pajari went to Glacier National Park. Cliff Casebolt of the engineering office worked on his car—sort of an auto-vacation. Herb Davis had a date with a mackerel at Salmon Beach, so we will probably hear about the one that got away.

Esther Delaney is working in the engineering office, relieving Hazel Cardle. Esther has now made the rounds of all the offices here.

Just in case you don't already know it, Larry Weams, assistant division engineer, is nuts on golf and is making plans for a tournament to be held at the Brookdale course in late September and early October. Anyone who likes to hit 'em and hunt 'em is welcome to enter—just get in touch with Larry.

Juanita Modglin, who is one of the main-springs of U.S.O. activities in Tacoma, put on a big picnic for the soldier boys at Mt. Rainier National Park recently. They happened to pick a day when the weather was of the sort that people don't like for picnics. However, to get out of the rain, they had the picnic in the bus, and all had a good time.

A husband is a man who wants home atmosphere in a hotel and hotel service in a home.

## Seattle Yard

F. J. Kratschmer, Correspondent

Car Helper George Dutrow and Miss Hazel "Pat" Kirby of Seattle were married on Aug. 14 at the Lutheran Church in Highland. The couple took a week's honeymoon trip to Missoula and points in Idaho.

Sympathy is extended to Switchman Dan L. Boone whose wife passed away on Aug. 8. Mr. Boone has a married daughter residing in Seattle.

Brakeman Fred Diehm and Barney Lucas of the Renton run were fishing during August. Barney brought down a few rainbow trout to show the boys, but we took Fred's word for his catch.

J. Earl Brady, retired Tacoma shops foreman and formerly roundhouse foreman in Seattle, was a visitor here on Aug. 13.

Carran Jimmy Frazinni made a trip to Camano Island in August where he collected a prize for winning the fishing derby which was held off the Island.

George Schindler, car inspector, returned to work on Sept. 1 after a month during which he visited in Spokane and Idaho.

B&B Foreman Harry Fordyce took off on a fishing trip on Sept. 3.

## Tacoma

R. A. Grummel, Correspondent

Mrs. Anne Beaumont, yard clerk, threw a knee out of joint recently and was saved from a possible injury by first aid treatment from Bob Kendall and Switchman Richardson. Bob is not hanging out a shingle, but let's remember that he is available in emergencies.

Chief Clerk O. R. Powels and the Mrs. were all set to spend their vacation on their ranch overlooking Tanwax Lake, but after a few days of relaxation they decided suddenly to go to Chicago. They have a married son there and the trip was actuated by the recent arrival of their first grandson, a real red head.

Expense Clerk Gertrude Creviston has expressed her complete satisfaction with the fine service and courtesies extended to her recently en route from Tacoma to Chicago where she and her brother vacationed and visited the Railroad Fair.

Ticket Clerk Glen Russell is back from his vacation after visiting in the East and taking in the Shrine doings in Chicago.

Clerk Dorothy Clover is spending a few weeks in Michigan, where she is settling the estate of her father, who passed away recently.

The latest twig on the John S. Gates family tree is Rebecca Ruth who made her appearance on Aug. 7.

George Bogart, expense clerk in the freight office during the war, called at the office recently. He is living in Los Angeles.

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Car Clerk Tommy Norwood and family are visiting his parents east of the mountains at this time. His father, Charles A. Norwood, was car distributor here for many years and has been retired for the past three years.

Demurrage Clerk Joe Johnson and wife are motoring east of the mountains at this time to spend a vacation with his parents.

Johnny Lucchessi, counter clerk in the freight office, who has weathered the housing shortage, has purchased his dream house. Among the interesting features of his new home is a room especially equipped to display his miniature railway, which he built himself and of which he is justly proud.

### Seattle Local Freight Office and Marine Dept.

F. W. Rasmussen, Correspondent

Mrs. Joe Kibble, wife of retired conductor, died in her Bellingham home on Aug. 1 after a short illness. Mrs. Kibble was 72 years old and was born in Bellingham. Her father was an early pioneer, having lived 50 years in Bellingham. Mrs. Kibble leaves her husband and son, Bruce, who is assistant chief clerk to general manager in Seattle.

Elizabeth Gosha, secretary to Assistant Agent Anderson and Chief Clerk Rasmussen, is spending her vacation on a tour of British Columbia with her daughter, Judith.

R. M. Batchelor, fireman on the tug Milwaukee, and his sister, Mrs. Graunke, spent their vacation touring Yellowstone Park.

Earl King, retired Coast Division agent, and Mrs. King recently celebrated their 50th wedding anniversary at their home near Belfair, Wash. They received many gifts and congratulations from their Milwaukee friends.

Mrs. Anna Beeuwkes, wife of Reinier Beeuwkes, retired chief electrical engineer, died at her Seattle home on Aug. 23. Mrs. Beeuwkes was born in Philmont, N. Y., and was a graduate of the New Paltz State Teachers College of New York. She moved to Seattle with her husband in 1918. Surviving are her husband, two daughters, Mrs. William R. Shuler of Honolulu and Mrs. Carl Hossman of Seattle, a son, Dr. Reinier Beeuwkes of Newton, Mass., a sister, Mrs. Walter Berry of Hackensack, N. J., and seven grandchildren.

Mrs. Ruth Cook, clerk local freight office, entertained her brother, Freight Service Inspector Leonard Mostrom, and wife of Sioux Falls, in August. They spent a

part of their time touring British Columbia.

Patrick H. Keenan, 57, import and export inspector for the past 27 years, died on Aug. 21. Mr. Keenan was born in County Down, Ireland, and came to the United States in 1912. He worked in Butte prior to coming to Seattle 29 years ago. Surviving are his wife Annie; a daughter, Mrs. Mary Hanson; a son, James M., of Great Falls; a brother, John of Chicago; a sister, Minnie in Ireland; and three grandchildren. Patty was very popular with the boys with whom he worked and knew every waterfront shipping concern.

Wallace P. Wood, agent at Enumclaw, has been laid up for several weeks with arthritis.

Harold Kalvig, retired cook of the tug Milwaukee, is spending some time in Chicago at present.

Warehouse Checker A. F. Edwards and wife are spending their vacation with their son in Miles City.

Mrs. Charles Blum, widow of marine department employe, left in July for a visit with her daughter at Prince Albert, Sask. Mrs. Blum owns a farm at this point. She will also visit in Ottawa before returning home.

Rate Clerk William Brundage and wife are vacationing in Chicago and at Boone, Ia., at this time. Bill's job is being filled by Emil Nielson.

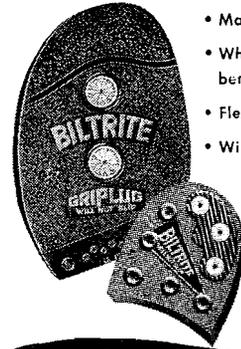
Little Sharon, seven pounds twelve ounces, arrived at the home of Ed J. Cartwright, assistant chief clerk traffic department, on Aug. 23. Wife and daughter are doing fine, and the doctor says that Ed will come out of it shortly.

Stanley Holtum, chief claim clerk, and wife are spending their vacation on a tour of Yellowstone Park. His place is being filled by Jewell Campbell whose job will be filled by Verie Erickson.

Herb Carpenter, retired cashier, underwent another goiter operation recently and is recuperating at the home of PFI Bert Roberts. His home is now at Longview, Wash.

In times of discouragement remember the green cucumber—it never does its best fighting until it's down.

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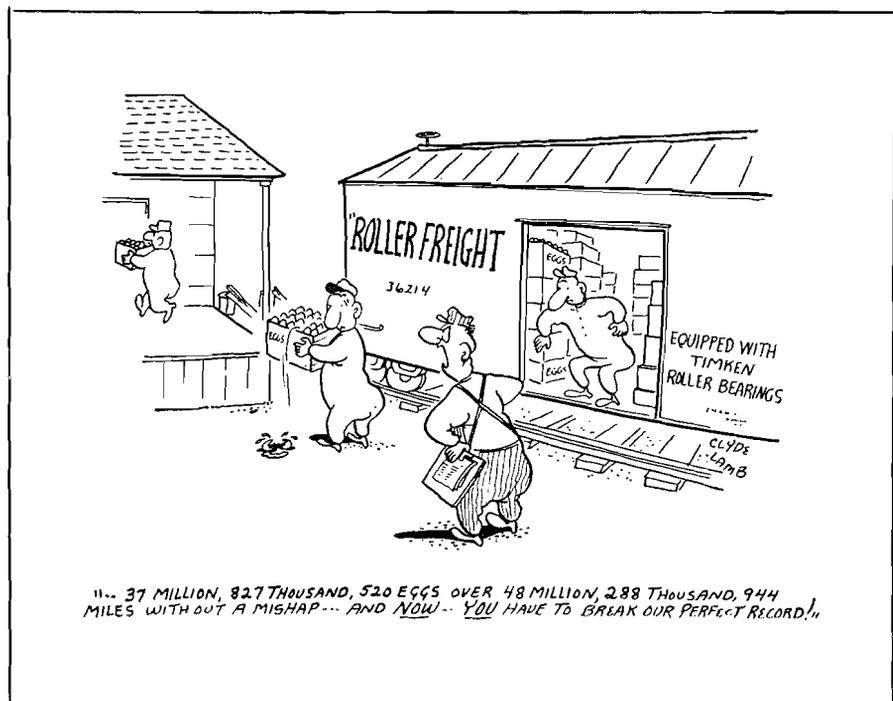
**BLOW-OFF COCKS**

**CENTRIFUGAL BLOW-OFF MUFFLERS**

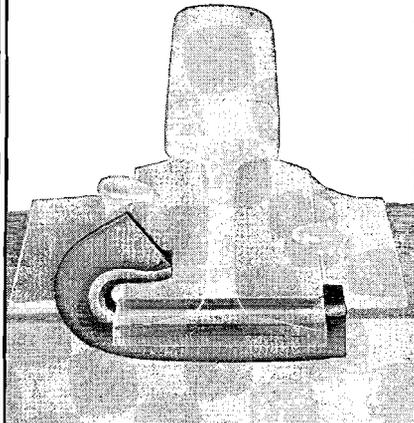
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**IOWA DIVISION**

**Council Bluffs Terminal**

*Agnes Kinder, Correspondent*

Florence Vachal, secretary, was granted a 90-day leave effective July 1, on account of her health and is being relieved by Donald Edwards.

R. L. Audas, city freight agent, spent a week of his vacation in northern Montana during June and came home about 10 pounds heavier, due to a fresh trout diet with all the trimmings.

C. J. Duggan, city freight agent, who moved from Council Bluffs to Omaha a year ago, has returned to Council Bluffs. He likes to cross the river to go to work.

E. E. Davis, chief clerk, and his wife enjoyed a wonderful vacation at Glenwood Springs, Colo., during July.

Roy Michael, Sr., retired engine foreman, and his wife are leaving to reside in Long Beach, Calif.

To Council Bluffs employees: You will have to wait for the next issue of the Magazine for the local gossip, as this time the deadline date crept up on me too soon. Hope I'm excused.

**Middle, West and Des Moines**

*Viola Ranes, Correspondent*

The following article appeared in the Chicago Daily News, issue of Aug. 19. The agent at Nemaha wonders how and where they got all the information about him—news travels fast:

"Personalities—Barkley Gets Offer for Free Nuptials, by Malcolm R. Hebert. A friendly agent of the 'friendly railroad of the friendly West' has made a friendly gesture to the friendly Vice President of the United States. Ward W. Locke, who is station agent for the Milwaukee Road in Nemaha, Ia., and also city clerk, committeeman for the Boy Scouts, secretary of the Booster Club, member of the Nemaha fire department, on the county infantile paralysis committee, and a justice of the peace, has written: 'My Dear Vice President Alben Barkley: I understand that you will be with President Truman when he makes his visit to Iowa in September, also hear that you are going to marry the lady from St. Louis. If you will come to Nemaha, Sac County, Ia., I will perform the marriage ceremony without charge, as I am justice of the peace. Will appreciate this oppor-

tunity to serve you. Cheerfully yours, Ward W. Locke.' (Note—Nemaha has a population of 169)."

Agent R. V. Dawson of Yale has returned from a vacation trip to Seattle.

Conductor L. R. Santee and Stashia Dayton were married in Minnesota the latter part of August.

V. T. "Snick" Hamlin, creator of the comic strip "Alley Oop", is visiting at the home of his sister, Mrs. Ed Dillon, former assistant superintendent's clerk, who is on a leave of absence. Snick is "Perry's own cartoonist". "Alley Oop" is one of the most widely printed strips today, appearing in over 600 U. S. newspapers.

E. E. McDowell, switchman in Perry yard, was married recently.

Cashier Don Dollarhide attended the Iowa National Guard camp at Fort Leonard Wood. Earl Mastin, second trick clerk, worked as cashier during his absence.

Mrs. Walter Noctor and children of Harlowton, Mont., visited in Perry recently. Mr. Noctor was formerly car foreman here.

Our sympathy to the family of Lyle Butler, first trick operator at Madrid, who passed away on Aug. 21.

Des Moines Division brakemen who qualified for promotion to conductor are V. W. Montgomery, R. W. Babbitt, Jo J. Grant and W. J. Wolfe. Middle and West Division brakemen qualifying for promotion are W. R. Hanneman, F. E. Cox, W. J. Main, J. L. Thomson, J. E. Cross, H. B. Johnson, M. W. Johnson and A. W. Gates.

Miss Lotta Davis, who was secretary in the office of the division freight and passenger agent in Des Moines for 19 years, died recently in Des Moines. She had retired about two years ago. Burial services were held in Des Moines and the remains were cremated and buried in the family plot at Keosauqua where Miss Davis was born and lived before she came to Des Moines. She had been active in the Order of the Eastern Star and in various Des Moines clubs.

**East End**

*Benjamin P. Dvorak, Correspondent*

Joe Dede and wife of Spokane stopped over at Tom Manton's home in August, on their way to Detroit to pick up a new automobile.

On July 29, R. O. Shivley died in a Cedar Rapids hospital, following a short illness. He had lived in Marion since 1903, being employed as coal shed foreman until 1918 when he transferred to Atkins to serve in the same capacity. He retired in 1937. He is survived by a daughter, Mrs. Hazel Sheldon of Asbury Park, N. J., and three sons, Frank W., a machinist at Milwaukee shops; Robert W., a locomotive engineer in Cedar Rapids; and Melvin M., a resident of Chicago.

Ernest A. Wooley was found dead the morning of August 12 at the edge of the American Legion pool in Thomas Park at Marion where he had been employed as a night watchman. His death was caused by a heart seizure. He had retired in November, 1948, because of ill health, after 36 years of service in the car department. Mr. Wooley was born in England and he and his wife spent several months there in 1947. In addition to his wife, he is survived by two brothers and a sister in England.

R. E. Winston, retired conductor, and Mrs. Winston have been in Davenport to visit with their daughter, Mrs. Calvin C. Strauch, and their grandson, Richard Strauch.

Chief Clerk G. W. Miller and wife, ac-

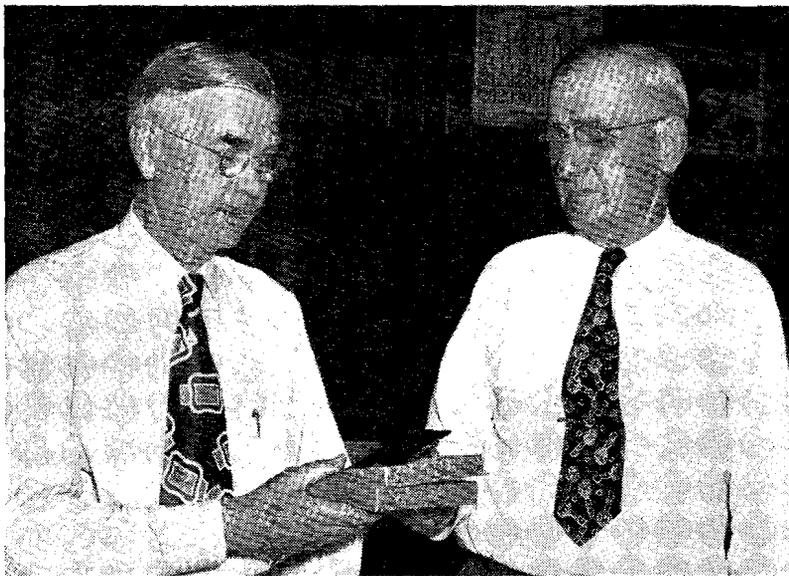
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## Iowa Division Honors J. J. Kindig



As a retirement gift, J. J. Kindig (left) received a handsome wallet, shown here being presented by Superintendent O. A. Beerman.

**J.** J. KINDIG, who retired on June 16 from the position of chief dispatcher at Perry, Ia., was the guest of honor at a party given on Aug. 5 by a group of Iowa Division officials with whom he had worked for many years. The affair, which was arranged by Assistant Superintendent W. T. Stewart, was a complete surprise to Mr. Kindig. A dinner was served at the American Legion dining room and afterward Superintendent O. A. Beerman, on behalf of officials and friends on the division, presented Mr. Kindig with a wallet containing a cash gift.

Mr. Kindig's retirement in June closed a period of more than 50 years of railroad service. As a young boy he learned telegraphy and his first position was with the Northwestern, in 1898. After two years he resigned and came to the Milwaukee, where he was soon given a chance to qualify as a train dispatcher in the Marion office. He moved to Perry in 1905 and has been there since, first as dispatcher, and as chief since 1926.

Mr. Kindig has no plans which will take him away from Perry. Immediately after his retirement he went to Seattle to visit his son Gene and in his company made several trips through Montana, Yellowstone Park and other places of interest in the West. He is now enjoying a rest and visits with his old friends.

accompanied by their daughter, Mrs. M. H. Gallatin, and grandson, Jimmie, visited the Chicago Railroad Fair. Mrs. Gallatin and son continued the journey to their home in Homestead, Fla.

James T. Gorman, son of Dispatcher N. J. Gorman, was awarded first prize for his sculpture work at a recent art exhibit in the Cedar Rapids public library, sponsored by the Cedar Rapids Art Association, which consisted of art work by students of the city schools.

Another honor conferred on one of the younger members of the Milwaukee family recently was the election of Darrell Failor, son of Time Revisor W. E. Failor, to serve as head of the state boys section of the Y.M.C.A. Indian Guides at the state convention held recently at Wapsie Camp near Central City.

John P. Oliver, retired machinist helper of Marion, accompanied by Mrs. Oliver, went to Des Moines on August 10 to enter the Veterans hospital, where he will undergo surgery for the removal of a cataract.

Conductor C. M. Craig sustained a sprained leg while working at his home in Marion and is getting around on crutches at present.

Mrs. W. F. Cooney of Cedar Rapids is in Galveston, Tex., visiting her son-in-law and daughter, Mr. and Mrs. John Broussard.

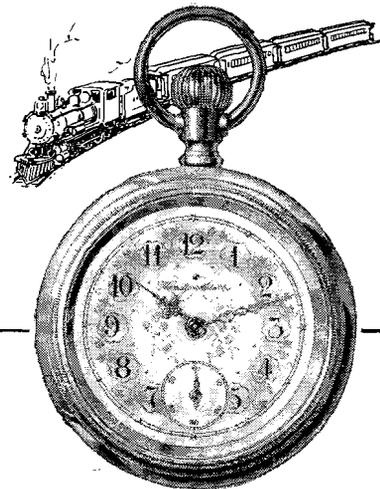
Train Baggage man F. C. Newlin and wife returned to their home in Marion on August 1, following a three-week visit with their son Eugene and family, in Los Alamos, N. M., and their daughter, Mrs. O. E. Wente, and family in Sacramento, Calif.

Traveling Freight Inspector A. E. Fairhurst and wife are making a vacation tour of the New England states which will include a brief visit in Springfield, Mass., the former home town of Mrs. Fairhurst. Her mother, Mrs. Ada McCulloch, will return home with them.

Roundhouse Foreman D. R. Davis and wife are occupying their new home at 111 Crescent Drive, S.E., Cedar Rapids, which they recently purchased and remodeled.

Section Laborer J. E. Dragoo of Paralta retired on August 2. He had been on a sick leave for some time.

Edwin C. Ainley of Marion retired on August 12. He started service on November 23, 1905, as a passenger brakeman. Since the inauguration of the Midwest Hiawatha he had been train baggage man between Marion and Omaha.

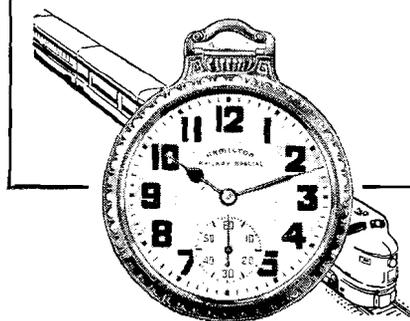


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At the annual flower and garden show of the Marion Nature and Garden Club on August 9, Mrs. S. C. Thomas was awarded seven blue ribbons for her floral arrangements and single variety floral exhibits. Mrs. R. A. Whiteford was awarded a blue ribbon for the most unusual planted container for outdoor porch decoration.

Mr. and Mrs. Harold Mullaley and their daughters, Eileen and Jean, attended the University of Iowa summer commencement on August 10, when Robert Mullaley received a bachelor of arts degree.

E. F. Clausen, first operator at Cedar Rapids, spent his vacation visiting relatives in Iowa, Illinois and Wisconsin; Operator James Houstman relieved.

## SEATTLE GENERAL OFFICES

*Margaret Hickey, Correspondent*

F. D. Burroughs, former general freight agent at Seattle and later head of the Standing Rate Committee at Chicago, visited with some of his old friends in the general offices in August, on his way to California where he plans to spend the winter. He is now retired.

Maurice McCarrell, city freight agent, was married on July 22 to Miss Betty Brown.

Sympathy is extended to Bruce Kibble, assistant chief clerk to general manager, on the death of his mother, Mrs. Joseph J. Kibble, who passed away Aug. 1 at Bellingham. Mrs. Kibble was the wife of a retired conductor on the Bellingham line. She was one of the first white children born in Bellingham, then known as "Happy Valley."

Ed Cartwright of the general agent's office is the father of a baby girl, Sharon Lynn, born Aug. 24.

Mrs. R. Beeuwkes, wife of former electrical engineer, passed away at Seattle on Aug. 21 after an illness of several years.

Mrs. Susan Mumford resigned her position as stenographer in the tax department on Sept. 1 and will devote her time to her home and garden.

Roger Wilhelm, secretary to general manager, is enjoying his vacation visiting in Washington, D. C., and New York at this time. He will also visit his parents at Hettinger, N. D.

John Agner, TF&PA, entertained the staff of the general agent's office and their families at a picnic July 9 at his lovely Richmond Beach home; about 30 guests in all. Croquet, table tennis, horseshoes and horseback riding were enjoyed throughout the day, ending with a sumptuous picnic dinner and a square dance.

We welcome Frank Hurlburt of the tax department to the Milwaukee family, as of Sept. 1, succeeding vacancy created by the resignation of Susan Mumford. Mr.

Hurlburt is a veteran of World War II and is now living at Mercer Island with his wife and child.

Max Boydsen, former tax agent in the assistant tax commissioner's office, with Mrs. Boydsen visited some of his old friends here recently. He is now located in Chicago in the tax commissioner's office.

Miss Gladys Kelly of the engineer's office is spending her vacation in Southern California at this time.

## TWIN CITY TERMINALS

**St. Paul Freight Station**

*Allen C. Rothmund, Correspondent*

Joe Collins, demurrage clerk, passed away on Aug. 6.

Hjalmer Beckman of the Duluth line is still in the Veterans Hospital at Fort Snelling and I am sure he would appreciate visits from all of us. He has been there a long time.

On Aug. 27, Georgine Sweet of the cashier's office changed her name to Mrs. Russell Flandrick.

The Minnesota State Fair is in full blast as these notes are being written and no doubt we of St. Paul will meet Milwaukee Road employes from other cities while taking it in.

Summer must be on the wane, as the last large excursion boat left for the South on its last trip of the season. We sure won't miss the callope.

**Minneapolis Local Freight and  
Traffic Department**

*Leda M. Mars, Correspondent*

Traffic department employes who are vacationing at this time are Stewart Elmslie at Forest Lake, Leo Villwock at Lake City, and Mike Martin at his cottage at Martin's Lake.

Ruth Jackson has returned from her vacation, during which she spent several days at Bay Lake, Minn.

Jim Salscheider of Indianapolis was a visitor in this territory recently and came in to see the gang.

Corliss Covnick and wife spent their vacation visiting friends in Seattle.

Art Lundberg and wife motored through Canada recently on their way to New York. Tom Moffat and wife are taking a three-week trip through Canada. Lester Nyberg and wife spent their vacation in northern Minnesota.

A new voice over the telephone coming from the reservation bureau is that of Jim Horan.

After a short retirement, Stafford Leary is back at the reservation bureau.

Bill Golden is recovering from a sudden illness at the Veterans Hospital.

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**EMPLOYEES MUTUAL BENEFIT ASSOCIATION**

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St. Paul, Minn.





Julius N. Julsen, telegrapher in the Chicago Union Station, submits the above picture showing the night force at the Union Station in Milwaukee in 1904. Left to right: Julsen, telegrapher; the gateman (identity unknown, now deceased); J. P. Paulus, night ticket clerk, now city ticket agent at Milwaukee; Ike Gelke, night stationmaster, deceased; Mike Canar, depot yardmaster, deceased; night electrician, unidentified. The picture was taken on the platform next to the station park.

## MILWAUKEE TERMINALS

### Fowler Street Station

*Pearl Freund, Correspondent*

We hear from freight house No. 7 that John Lehan, aged 79, passed away on July 8. He had been in retirement since 1937, having been with the Road over 40 years.

Check Clerk F. Smolinski visited his daughter in St. Louis and also his home town of Oconto during his recent vacation.

Check Clerk E. Schultz reports the birth of a daughter on Aug. 17. The young lady has been named Judy Lee.

Mr. and Mrs. Edward A. Johnson spent their annual vacation in Sacramento, Calif., where they were married 25 years ago, and were given a reception by relatives, as well as many gifts to commemorate the event. Their daughter, Shirley Mae, was married in St. Patrick's Church on June 18 to Daniel J. Koprowski.

Brilliant news from Fowler Street is about the sparkling diamonds displayed by three of our girls. Beverly Schwei, clerk in the PU&D, started the ball rolling with the announcement of her engagement to Lester Koplien, rate clerk in the C&O general office. They were married on Aug. 16 and spent a honeymoon at Eagle River, Wis. Subsequently we learned of the engagements of Miss Viola Geidel and Harold Treptow of Brandon, Wis., who are planning an early wedding, and Mary Frank, messenger, and Stanley Walczak of house No. 7, whose wedding will take place next year.

Another interesting announcement was that of the marriage of Richard B. Straka and Vivian Morsefelder on Aug. 20 in Pentecost Lutheran Church.

Robert Heinan, billing department, is the father of a baby girl, Eileen, born on Aug. 3.

"Harbor Light," owned and driven by Margaret Hagberg, showed his true colors this year at the neighboring horse shows, capturing 10 ribbons and a trophy representing first through fifth places in the fine harness and the three-gaited classes. You can readily understand Marge's enthusiasm for her hobby.

Ten young people at Fowler Street recently made the Lake Michigan crossing to Ludington on the C&O steamer City of Midland, and reported a wonderful time. Mary Barry, Pat Daley and Norbert Waldoch were taken under the captain's wing and given some fine pointers on how one pilots a big boat, besides an educational tour from stem to stern.

Friends of Mrs. Walter Geisinger are hoping for her speedy recovery from the heart seizure which has kept her confined to Misericordia Hospital.

Triumphantly the new bride put the dessert on the table. It was an oval-shaped piece of covered pastry about 18 inches long and six inches wide.

"What in the world is it?" her husband asked.

"Why, darling, can't you see? It's a rhubarb pie!"

UNION-MADE

# Lee

## OVERALLS

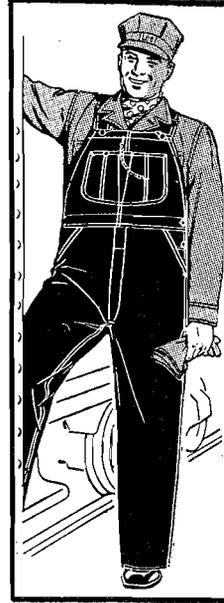
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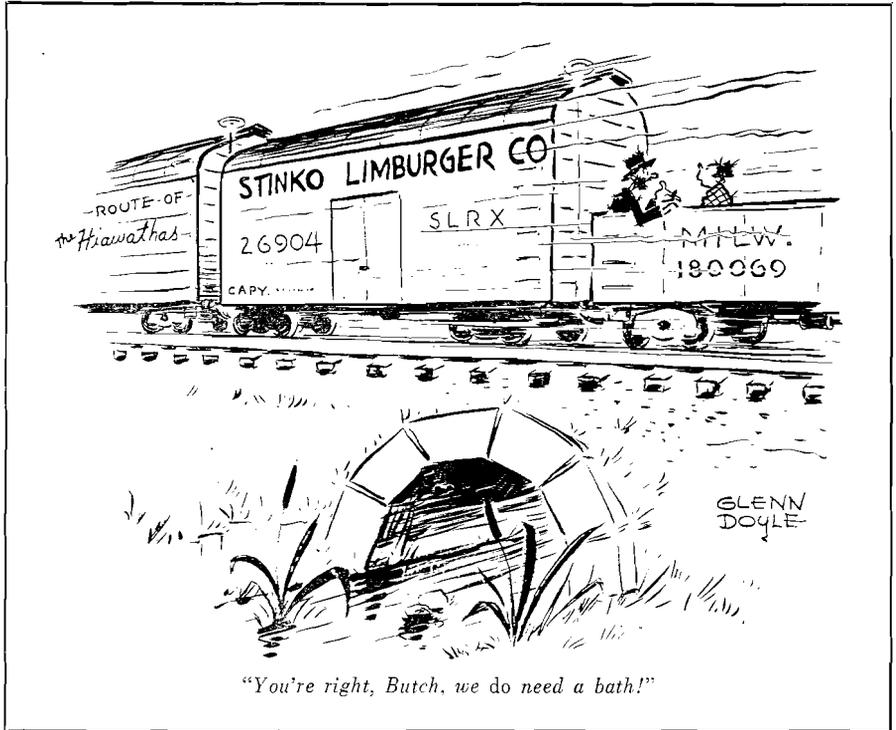
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**Chestnut St., North Milwaukee and North Avenue**  
*Dick Steuer, Correspondent*

During his recent vacation Car Knocker George Henning met two men who talked him into joining them on a canoe trip through the U.S.-Canadian border territory. The party roughed it for five days, fished in more than 30 spring-fed lakes, and kept appetites sharp by portaging from lake to lake. Fishing was plentiful, with northerns, walleyes, black bass and lake trout furnishing the victuals three times daily.

Rate Clerk Tony Stollenwerk admits he was out-smarted by a flock of cranes while he tried his hand at turtle hunting recently. After losing his bait with no results, Tony rebaited his traps with care. His take—one turtle.

Other vacationists were Cashier Max Woelfl who second-coated his home, Harvey Corbett who took things easy at Fox Lake, and Bill Kaegler who visited at Wilton, Wis., and Big Cedar Lake.

The alert eye of Foreman-Weighmaster Hugo Zarling discovered a smoldering fire in the Riels Company grain elevator recently. His quick action saved 250,000 bushels of grain. The fire was in a timber support seven floors above the ground and was fought by 35 firemen. Damage was estimated at \$1,000.

A special delivery package for Harvey Corbett turned out to be Harvey's old mirror from North Milwaukee. The occasion—the boys up north got wind of Harvey's brush haircut and wanted him to see how it looked.

A coach was giving final instructions to his team before the big game of the season. Suddenly he turned to a sub who hadn't seen action all season and said, "What would you do if we were on their 10-yard line and they intercepted our pass?"

The sub pondered for a while, and finally said, "In that case I would probably move farther up on the bench to see better."

**I & D DIVISION**

*Karen B. Rugee, Division Editor*

Mr. and Mrs. Ed Walter and Mr. and Mrs. Harry Walter have returned from an auto trip to Collingwood, Can. They also visited Niagara Falls and made a trip across Lake Michigan by boat.

Mrs. Walter Pramer, Clear Lake, Ia., was called to Sanborn, due to the serious illness of her mother, Mrs. Rilla Stanfield. Last report is that Mrs. Stanfield is improved.

Mary Gen Hickey is substituting in the D.F.&P.A. office at Mason City while Grace Moran is in Seattle escaping the hay fever season.

R. J. Kemp and family have arrived in Mason City where Mr. Kemp has taken over the position of freight agent. R. L. Hicks and family are also getting settled and Mr. Hicks has been busy acquainting himself with the I&D territory in line with his duties as trainmaster.

William B. Braheny and family vacationed in New Albin, Ia., visiting Mrs. Braheny's parents. The balance of Bill's vacation was spent painting his house.

With winter just around the corner, Yardmaster C. H. Thoma has decided to give up commuting from Nora Springs and is moving his family back to Mason City. Another commuter, Captain of Police A. J. Peters, has moved from Clear Lake to Mason City.

We are glad to see Robert Kemp back home after several months in Wesley Memorial Hospital at Chicago.

Harriet Isaacson, daughter of Train Dispatcher E. M. Isaacson, has returned from a trip to Salt Lake City.

Train Dispatcher M. P. O'Loughlen has returned from two weeks of training at Camp Leonard Wood, Mo. Matt says that there is nothing like taking a vacation at the taxpayers' expense.

E. M. Isaacson has found the hole where the bass are really snapping at the bait. Ike says so far Carl Dunavan is the only one who has agreed to pay the \$10 fee to find out where it is.

With the 40-hour week coming up, every-

one is wondering where Carl and Mae Anderson will wind up. If they can make a 620-mile auto trip in one day, what can they do in two days! Carl claims that they will limit their trips until they get a new car as on their last trip they had a little trouble and arrived home at 4:00 A.M. He thought that 8:00 A.M. came awfully early that morning.

### Sanborn-Rapid City

Albert J. Gall, Correspondent

Charles Fenton, brakeman at Rapid City, was passing out cigars recently on account of becoming the father of a boy.

Agent L. H. Shuck of Rapid City and Agent Ted Long of Parker spent their vacation at Philadelphia, at the American Legion national convention.

Agent Ben Williams and wife of Belvidere have returned from a trip to the Pacific Northwest.

K. S. Lambert, agent at Mt. Vernon, and family have returned from an extensive vacation; took in the Railroad Fair at Chicago, too.

Agent Gustafson of Kimball and family are vacationing at Battle Creek, Mich.

Ticket Clerk Clarence Wangsness, Mitchell, is in the hospital at this time, just taking it easy.

Roadmaster L. C. Blanchard and family of Mitchell have returned from a trip to the west coast, traveling 5,600 miles in their new Nash.

George Foote, conductor at Mitchell, and wife are spending some time in Chicago taking in the Railroad Fair. Said it was so good last year that they went back to see it again.

J. H. Bennett, third trick dispatcher at Mitchell, bid back a job at Sioux City.

Fay Higgins, dispatcher at Mitchell, and family spent some time at Chicago visiting his son, took in the Railroad Fair and some horse races. Fay did have on a shirt when he got back, so don't know just how he made out at the races.

Mr. and Mrs. George Lester, parents of Aubrey Lester, section foreman at Reliance, celebrated their 60th wedding anniversary on July 28. They are the parents of 7 children, 32 grandchildren and 29 great-grandchildren. To date, not a death has occurred in the four generations.

Seems as though Agent B. F. Williams doesn't like to take a dare, as when he was dared to demonstrate that he could operate a power mower, he went out to the Addison farm and did an excellent job of mowing.

## KANSAS CITY DIVISION

William H. Spinks, Correspondent

Superintendent A. J. Farnham has left the Kansas City Division to take over the duties of superintendent at Terre Haute. Although we were sorry to see him leave, the situation was brightened by the arrival of our new superintendent, P. J. Weiland, who was attached to our division as roadmaster about 10 years ago.

The Women's Club chapter gave its annual picnic on July 31 as a going away party for Mr. Farnham and family. It was a gala affair with plenty of eats, entertainment and just plain visiting. Mr. Farnham was presented with a wrist watch and an interesting "emergency kit." In case you want to know what an emergency kit consists of, just ask Mr. Farnham the next time you see him.

Belmont Beistle, one of the oldest agents on the division, passed away at Chillicothe, Mo., on Aug. 17. He lacked but five months of putting in 50 years on the railroad.

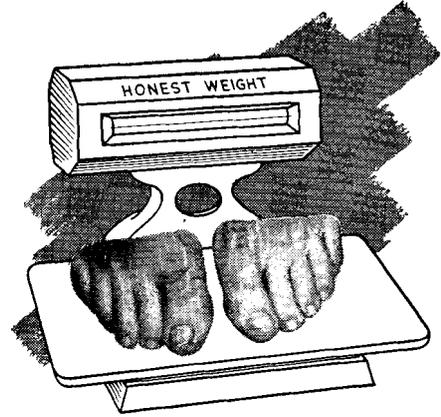
The employees club held a stag party at Hill's Cabin on the banks of the good old Des Moines River on Sunday, Aug. 21, and from what I have heard, they sure must have had a swell time. Reports show that close to 100 attended.

One night recently I bumped into Harold Vannoy, abstract clerk at Ottumwa freight house, so I congratulated him on the birth of his second offspring, a little girl named Judith. He appeared somewhat surprised (How was I to know she was over three months old?).

A worn telegraph key that for more than a generation has been clicking out messages of hope, despair, life and death, stands dust-covered and silent today in the depot at Adron, Ia., which was closed on July 1. The closing of the station ends the service of a man who has given a lifetime to the job of agent and telegraph operator—Leo A. Summers. On account of failing health, Mr. Summers will retire after 43 years of service to the railroad.

C. F. Johnson, agent at Liberty, Mo., has a problem. As the story goes, he allowed tenants to set up housekeeping at the station building for the past two summers. Mr. and Mrs. Robin Redbreast decided that a ledge on the corner of the building would make a pleasant place to raise youngsters, and that is just what they have been doing. Mr. Johnson is wondering how he should go about making them take out a lease. Oh well, maybe he will think of a solution before next summer rolls around.

## Paying Too Much For Toes?



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## Olympian Hiawatha Out In Front

AS IT is famed for year 'round dependability, so also does the Olympian Hiawatha, kingpin of the Milwaukee Road's fleet of streamliners, stand out in front with vacationing Americans.

This time it's A. E. Hendrickson, manager of the Jewel Tea Company branch at Escanaba, Mich., who won a two-week holiday for himself and his family in a contest among the 77 branches of the Jewel Tea Company. Told that he could go anywhere in the United States, all expenses paid, he selected a tour of the West, and for transportation his first choice was the Olympian Hiawatha!

With his wife and three daughters—Anne, 18, Jerine, 16, and Lois, 12—Mr. Hendrickson left Milwaukee on the Olympian Hiawatha for Seattle on Aug. 15. Later the family visited San Francisco and Salt Lake City, returning to Escanaba via Chicago.

Mr. and Mrs. Hendrickson and daughters Anne, Jerine and Lois (left to right) board the Olympian Hiawatha at Milwaukee for the trip to Seattle.



## IDAHO DIVISION

Mrs. Ruth White, Correspondent

Vacations are over, folks, so let's get down to work. Vacations mean going to interesting places, seeing new people, sleeping in uncomfortable beds, eating food at high prices—food at which you'd ordinarily turn up your nose. But that's the vacationist's lot, what we work and wait a whole year for. We decide to stay home next year, but when the time comes we start planning for another trip.

Warehouse Foreman Ed Gehrke was the only one around the freight office who visited the Railroad Fair in Chicago. Said he would have liked to spend more time there, but had so many relatives to visit in Minnesota.

Jack Ewing, Spokane, covered so much territory between here and California points that he spent most of his time on the train.

Claim Clerk L. H. Johnson stayed at Hayden Lake with his family. According to Tige, he and Bing didn't get acquainted, although the Crosby family was just across the lake.

Agent J. Z. Ramsey spent a quiet vacation on Sullivan Lake.

In spite of a broken leg as a result of tangling with a log, farmer Carl Lillwitz, who has been retired from the railroad for about a year now, was busy with harvesting the day I dropped in on him. The Lillwitz' live near Worley on their homestead and have a wonderful view of miles of scenery, including Coeur d'Alene Lake and the mountains east of there.

On Aug. 8 the Women's Club of Malden gave a potluck dinner, after which O. Saksdorf of Rosalia showed several reels of movies. About 50 members and their families attended. The birthday of Charles Hankins, retired engineer, was also celebrated at that time.

The Malden Club held its annual picnic on Aug. 23 in the club rooms, as the rainy and cold weather changed the plans to go to St. John, Wash., for the outing. Dinner was served to about 50.

The Spokane Service Club held its picnic

in July at Comstock Park. Ball games were the main attraction, with Captains Dede and Pat Burns, assisted by Umpire Beal, heading the men and women's teams. The only casualty happened before the game, and Earl Medley was at the receiving end of a flying bat.

After an extended visit to Minneapolis and vicinity, Conductor George Battleson has returned with a new Chevrolet.

We are sorry to learn of the death of the two-day-old son of Brakeman and Mrs. Al Johnson of Malden.

Word was received from Wesley Clark of Stockton, Calif., that his father, D. C. "Daddy" Clark, retired switchman and former resident of Othello, had passed away in July. Burial was in Seattle.

L. C. Robinson, retired operator, who moved to Spokane about three years ago, passed away on July 3. He leaves his wife at their home and a sister in Minneapolis.

The wife of Engineer E. Maxwell passed away suddenly at their Spokane Valley home. Sons Owen and Richard are firemen on the railroad.

Harold Theiss, brother of Brakeman Bill Theiss, Spokane, passed away on July 5.

Pat J. Healey, formerly of Deer Lodge, has reported for work at the roundhouse to fill the vacancy left by Bob Brown.

Lawrence Sullivan, who has been machinist at Othello the past two years, decided not to wait until his 65th birthday, and retired on July 16. He plans to make his home in Tacoma where he is well known, having worked in the roundhouse there for several years.

John Sobeski, machinist since 1912, has also retired. John worked at Spirit Lake when it was the IW&N railroad shops, and continued on after the Milwaukee took over and until the shops were closed. He has been the mainstay of the Othello roundhouse these many years and certainly will be missed. He plans to maintain his home in Othello and says he has more hobbies and things to do than he can comfortably manage.

Recent Othello vacationists are Machinist Helper and Mrs. Dale Helbig who motored down through the Redwood forest to San

Francisco, and Mr. and Mrs. Ed Shafer who planned a trip to southern Indiana and the Chicago Railroad Fair. The Shafers entertained Mr. and Mrs. Robert Shafer of Avery in July. While there they drove to Oregon and their former home.

Carmen John Crider and Frank Schumacher have both been on the sick list.

The order for a new baby for Storehelper George Hall was filled on June 27 when Miss Georgia Lee arrived at his home. There are big smiles on the faces of George and Grandpa Roxy Hall.

Congratulations to Mr. and Mrs. C. L. Aleson, Spokane police department, on the birth of a son, Theodore William, on Aug. 6.

Assistant Cashier and Mrs. R. L. Johnson, Spokane, welcomed a new baby girl into their family group on Aug. 15.

M. H. "Mike" Donovan retires on Sept. 1. Mike started railroading in 1898 as messenger and clerk. He went into train service on the Wisconsin Valley Division in 1902 but resigned in 1910 to go west, stopping at St. Maries, and working as a brakeman. Later, in 1913 and until 1931, he was yard conductor and yardmaster in St. Maries yard. During the next 10 depression years he did county agent work and also was postmaster for five years. The urge of railroading brought him back in 1941 and 1942. Then during the war he served as supervisor of the Navy railroad yards at Farragut, Idaho. For the past two years he has been an extra man in Spokane yard.

Yardman Wally Prosser has moved back to Spokane after spending three months in Cut Bank, Mont., working for an oil company. He is now back as switchman at Spokane yard.

## H & D DIVISION

East H & D

Martha Moehring, Correspondent

Dispatcher Jap Wik and his wife have returned from touring Michigan and Wisconsin. At Green Bay they visited with former H&D-ers like Ted Buechler, Bill Cramer, etc. The Les Natzels also visited at Green Bay and little Gregg had his first pony ride. He liked it almost as well as riding in his Dad's new car.

Engineer Howard Gardner handed out cigars recently. The legend on the wrapper said, "It's a boy."

We're sorry to hear of the death of Mrs. H. W. Eveland. Conductor Eveland retired several years ago and has been living in Brunswick, Ga., which was Mrs. Eveland's former home.

Assistant Superintendent J. W. Wolf wears a bee-utiful smile these days. His bees make such super duper honey that he won first prize at the county fair. Personally, we think it's his extra fancy label that won the prize. He calls it "Wolf Honey", with an appropriate illustration.

Engineer M. B. Rear sent us a picture of the mighty fine looking court he owns in Santa Cruz, Calif. There are 78 separate housekeeping apartments for tourists. M. B. also brought some very lovely redwood souvenirs from his adopted state.

Sympathy is extended to Agent B. G. Bongard at Plato, who recently lost his wife.

Our former operator, John Dangel, dropped in one day recently. John is now ticket clerk at Aberdeen.

Several of the regulars are on the sick list. Ray Nichols is having "ticker" trouble on top of throat surgery. Rusty Miller has had to undergo an operation and there have been various other bruises, aches and pains.

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