

**THE
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MAGAZINE**

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Turning Point of the Year

FOR ME, and I assume for most of you, September is a turning point of the year. Vacations are past for the most part, our children have returned to school, and all around us we can sense a new atmosphere of vigor and purposefulness. The railroad itself, like the individual employe and his family, seems to make the turn into autumn with renewed determination.

During September the seasonal increase in freight traffic volume approaches its peak. It is hoped that this upswing in business, coupled with the modest but inadequate freight rate increase recently authorized, will at least partially offset the operating losses experienced earlier in the year and that increased employment may soon be realized on the railroad. A concerted, cooperative effort by all in the Milwaukee Road family to do the best transportation job possible will go a long way toward the accomplishment of both these aims.



Cabinetmaker Bob Brahm and family enjoying the picnic lunch with friends.



Sunday at Old Heidelberg

A WHALE of a good time would be an apt description of the 13th annual Milwaukee Hiawatha Service Club picnic held this year on Sunday, Aug. 19. As in former years, Old Heidelberg Park on the Port Washington Road was the scene of this traditional outing. An estimated 2,000 attended.

It was a day of hot dogs, cracker jack, soda pop, ice cream and fun for the kids, games (adult and otherwise) for the grownups and the martial music of the Hiawatha Service Club Band.

A parade and concert by the band and a good professional show occupied the spotlight for the afternoon. The big feature of the show was a fine exhibition of trained hunting dogs from the West Allis Kennel Club. A light rainfall created an interruption, but the weather cleared and the dance scheduled for the evening took place.

Only the closing of the park induced the last picnickers to pack their baskets and call it a day. The committee which arranged this pleasurable outing was headed by W. J. Cary, with Joe Reiter, general club chairman, assisting.



Big event for music lovers. The Hiawatha Service Club Band enters the park.



At the concession stands, a near-ringer for Molder Roman Graczyk of the foundry force.

Just like kangaroos, the employe sons are off on the featured race for boys 11 to 13.



A FRESHMAN

Enters South Dakota State

WHEN registrations open at South Dakota State College late this month, one of the most outstanding 1951 graduates of Aberdeen (S.D.) Central High School will be among the freshmen. With his 18th birthday a few days behind him and a promising future ahead, he will set a course along the math-chemistry-physics route leading toward a degree in electrical engineering.

The records the college prepares will show that Gary Edward Purdy misses being a six-footer by only an inch, and that he tips the scales at a husky 180 pounds; that he has a marked aptitude for science and mathematics, plus a liking for extra-curricular work indicating that he regards education as a matter involving things both inside and outside the textbooks. In view of his high school averages it will come as a surprise to no one that he is also shown to be the holder of a scholarship—a newly-offered award called the J. T. Gillick Scholarship, sponsored by his stepfather's railroad, and worth \$600 a year for each of his four years of undergraduate work.

With his mother and stepfather, Russell O. Chambers, a Milwaukee Road pumper-water tester, Gary lives in an

College coming up! Gary Purdy with his parents, Mr. and Mrs. Russell O. Chambers, at home in Aberdeen. Mrs. Chambers holds letters received from Carl Kuehnert, scholarship committee chairman, President J. P. Kiley, and J. T. Gillick, retired operating vice president.



attractive apartment only a few blocks from Hastings & Dakota Division headquarters, a part of the railroad which is perhaps closer than any other to the heart of the man for whom the scholarship is named. Many old-timers, remembering the former H&D Division superintendent who went on to become vice president in charge of operations before retiring in 1948 with 62 years of service, still think of the H&D as "Jim Gillick's Railroad".

Gary is a native South Dakotan whose horizon seems always to have had a Milwaukee Road train on it, as he was born in the Milwaukee Road city of Webster, S.D. That event occurred on Sept. 5, 1933, and for a good many of the years since he has hoped that some day he might attend college.

During his high school years, which

he completed with a scholastic rating of ninth in a graduating class of 247, and third among the 107 boys in the class, he found himself fascinated by scientific studies. More and more of his time was spent in after-hours work sessions with a science instructor and fellow students who shared his growing interest in radio technology. Here they built, tore down and rebuilt receiving sets and various



Gary and Marten M. Hasse, physics instructor who directed the extra-curricular class in radio, enjoy a parting word about a test meter which Gary rebuilt during his senior year. His other extra-curricular activities included debate, speech and music contests, A Capella choir, bowling league and the school radio program.



South Dakota State College students take it easy in one of the lounges in Pugsley Union. Original paintings by Harvey Dunn, given to the college by the noted painter, hang on the walls.

electronic devices, and operated a short-wave set which is a useful unit in the Milwaukee Road's emergency radio network. The desire to continue his education beyond high school grew, but a college education today, as he well knew,

The Coughlin Campanile, trademark of South Dakota State College, dominates the campus.



Below: C. H. Holgate, principal of Aberdeen's Central High School at the time of Gary's graduation, and now superintendent of schools, bids the young scholarship winner farewell. Gary's high school honors included the Stout Medal in Science, membership in the National Junior Honor Society for three years and in the National Honor Society one year. He was also a member of the Keystone Honor Society and a delegate to Boy's State one year.



is not an inexpensive undertaking.

When Gary received his high school diploma in the spring, his calendar still carried a large question mark over the month of September. His scholastic standing had earned him claim to a small scholarship at a teacher's college, but he had hoped to enroll in a college with a complete and well established engineering school, and not too far from home—a school, say, like South Dakota State College at Brookings. Although that project seemed impractical from a financial point of view, he took a job as

bell hop in a local hotel and found a new fascination in his coin-collecting hobby.

A few weeks later Gary's stepfather, himself a young man, who went to work for the railroad only eight years ago, found an interesting announcement in the June issue of *The Milwaukee Road Magazine*, and took it home to show to Gary and his mother. The company was offering a \$600 scholarship to some Milwaukee Road boy. Mr. Chambers addressed a letter to the chairman of the scholarship committee, asking that Gary be sent application forms.

The forms were soon filled out and mailed. Like thousands of scholarship aspirants throughout the country, including 54 fellow bidders for the Gillick award, Gary waited and hoped. When the good news came, little more than a month later—first by way of a radio broadcast, then by letter—it brought the inevitable reaction. Despite their hopes and their knowledge that a record such as Gary's made his chances good, neither Gary nor his parents quite believed the news. In the course of four years at college the scholarship would mean \$2400, plus a certain prestige and the moral backing of thousands of Milwaukee Road people.

And what was the reaction of those most closely connected with the creation and award of the scholarship?

"You may be sure that you won over exceedingly keen competition", wrote Carl Kuehnert of Northwestern University, chairman of the scholarship committee. "You are to be congratulated on your fine achievement!"

Upon learning of the committee's unanimous choice, President J. P. Kiley wrote Gary: "... I congratulate you on this splendid record. I am particularly

pleased to note that it will be your intention to study engineering. That is what I studied when I went to college, and I am convinced that a sincere student with an interest in that direction will find the study of engineering a most practical and useful science in all of his endeavors . . ."

As for Mr. Gillick himself, his letter to Mr. and Mrs. Chambers made no attempt to disguise his sentimental interest in Aberdeen and its people. "It is especially pleasing to me, but not surprising, that the winner of the first scholarship is a young man from Aberdeen . . ." he said. "The young men in your section of the country have always had what it takes and I'm glad to see that Gary is no exception."

Convinced at last that the news was true and that he was to have his chance at college after all, Gary prepared his letter of acceptance to Mr. Kuehnert.

"I would like to express my most sincere thanks to you and your committee for selecting my application out of the many that you had to choose from", he wrote. "I cannot put into words how grateful I am for receiving this scholarship, for a complete college education is more than I had really hoped for.

"I wish you would forward my sincere thanks to the officials of The Milwaukee Road who have made this scholarship possible. Would you please assure them that I shall work hard to bring it lasting honors."

What Railroads Do in an Hour

Railway operations are so vast as to be almost beyond comprehension. However, we may gain some idea of the performance of the railroads by considering some of the things they do in an hour's time.

For each hour of the day and night more than 1,000 passenger and freight trains depart from their starting terminals and an equal number arrive at their destinations. Each hour of the day and night the railroads receive for shipment around 4,200 carloads of freight and deliver the same number of carloads of freight to destinations. They perform the equivalent of transporting 60 million tons of freight one mile and 4 million passengers one mile. They receive for handling nearly 17 thousand express shipments and 1,300,000 pounds of United States mail.



THE LOST IS FOUND

by Marie Hotton

Something new has been added. C. F. Rank (right) and Wilbur Snyder inspect a set of nested boxes, souvenirs of Korea. The "Bon Voyage" item in the background was also left on a train.

AS any 10-year-old who has ever seen a movie, read a comic book or watched a TV show knows, the typical American business man can always be spotted by his brief case. You see him by the hundreds when the 8:10 from Mortgage Manor disgorges commuters in the big city terminals, a bouncy, clear-eyed type striding purposefully through the station clutching the badge of his trade. What does that zippered case contain? Stocks and bonds, important legal documents, affairs of state? Could be, but there's a very good chance that it could also be a cupcake, a banana and a ham on rye!

This debunking of a favorite American concept is necessary in reporting on the habits of that segment of the traveling public which loses articles on trains. Perhaps the situation is different elsewhere, but in the Union Station in Chicago, eastern terminus of The Milwaukee Road, brief cases head the list of lost articles and, take the word of Jack Brown, the station's lost and found agent, about 65 per cent contain the owner's lunch. Sometimes it's shirts for the laundry or a few magazines, but when the phone rings to report the loss of a pigskin case, "the contents of which are of no value to anyone but myself," there's a better than even chance that this is a tasty noontime snack.

Brown is a commuter who has never left anything on a train in his life. However, as trouble shooter in a station which serves four of the nation's major railroads, he speaks with authority. Consider the case of man versus brief case. Before the ladies start to congratulate themselves on Brown's interesting revelation, he says it's only fair to state that the greater number of articles are lost by men merely because they travel more than their womenfolk. Listen to what he says about the women:

"It must be that there's a small fortune lost every year in women's gloves alone. The fellow who thought to lick that problem by inventing the fancy glove holder that fits on the handbag didn't know women as I do. Now we get the gloves *and* the holder!"

How do you like that, ladies? Distressing, isn't it, but the truth must be told. Even so, brief cases and gloves are only small potatoes among the 2,500 or so items which are entered on Brown's books every month. During the course of a day he may be asked to track down anything from a box of lizards to something very hush-hush for the FBI. The job, as he sees it, calls for the combined talents of a Santa Claus, a detective and a yogi.

About the same situation exists in the lost and found department of The Milwaukee Road whose headquarters for

the system are on the second floor of the station under the supervision of C. F. Rank, manager of mail, express, baggage and milk. The custodian here is Wilbur Snyder, a tall, affable young man who has been dealing with the foibles of commuters and tourists for five of his seven years of service. Only, to the qualities named by Brown, Snyder would add that of a philosopher. He explains it this way:

"The average person who loses something is a pretty decent fellow, fearful that it may not be recovered and embarrassed by the necessity of putting us to any trouble. Of course there are always those who are only too ready to beef, but I'm talking now about people even as you and I. A remark like 'If no one ever lost anything I wouldn't have a job', is reassuring and also gives them an opportunity to save face."

Restoring public property as it is practiced by the Road is a complex business which involves a prodigious amount of correspondence and footwork. Three steel cabinets of carefully indexed articles waiting for their rightful owners are mute testimony that anyone who loses something on a Milwaukee Road train stands an excellent chance of getting it back. Save, of course, if it happens to be lifted by a light-fingered passenger. "We have no control over kleptomaniacs," says Mr. Rank, "but

our records reflect credit on the honesty of the Road's employees."

A lost article is held 60 days, while every effort is made to locate the owner. After this the finder has the privilege of claiming it. Those left unclaimed after 90 days end up at public auction. Valuables—jewelry, money and the like—are turned over to the treasurer's office and held there for six months while an exhaustive search goes on. If it proves fruitless, the rule of "finders, keepers" holds good.

No one can explain why valuable articles sometimes go unclaimed for weeks, unless it is because their owners can't

have to be watchful of their belongings. It's when there is a surplus that they grow careless."

For him the year has only two seasons, the raincoat and umbrella season starting in March and the topcoat-over-shoe season which comes along in October. During a spell of rainy weather he may have as many as 50 to 60 raincoats on hand. Most of them are the property of commuters, and so confident are the owners that they are in good hands that few are claimed until there is a need for them. Long ago Snyder realized the necessity for marking rainy days on his books, if only to

Then there's the sleeping car passenger who accepts at face value the invitation to "relax in roomy comfort." Just like at home, he tucks his wallet under the mattress, his dentures in a handkerchief under the pillow, and in the morning, again like at home, he walks off without them.

Snyder's familiarity with this trait recently exonerated an employe from the suspicion of having taken a wallet. "I didn't believe our man did it," he said, "and on a hunch I ran downstairs to do a little detective work. The car was still on the track and the berth just as the passenger had left it. I flipped over the mattress and there was the wallet, exactly where he had put it."

Periodically Snyder has to deal with the lost dog. When it happened again this summer, he followed the usual procedure of posting a public notice at the station where it had boarded the train, also in the newspapers, and notifying the local police department. Unclaimed after 60 days, it now has a good home with the trainman who found it.

The absent-minded professor is more than a joke to the lost and found department. In the person of a commuter from north of Chicago, he is one of its best customers. Another is a lawyer from Iowa. His brief case is turned in with such regularity that the force recognizes it on sight. Conductors on one suburban run started taking a personal interest in a regular rider recently after she reported five losses in as many weeks, now check surreptitiously to see that she leaves the train with all her parcels.

Specifically, what do people lose on trains? Literally, they lose their shirts. They also lose the trousers *with* the suspenders, garden tools, fur coats, liquor, golf clubs, hats, Bibles, shoes and crutches. Not long ago someone reported the loss of the holder for his glass eye, called again several hours later to say he had found it at home. Husbands lose wives and wives lose husbands. Snyder recalls the intriguing situation of the wife reported lost by her husband on a convention trip; height, weight, color of dress and so on. Subsequently he learned that she had merely strayed—with another conventioneer.

The Milwaukee Road lost and found department is connected with the Union Station lost and found service insofar as all articles found on trains coming into the station are held by the latter office for 30 days before they are turned over to the railroads concerned. A daily



Man in a quandary. What to do with the accumulation of a "lost" Labor Day week end is the dilemma which here faces Jack Brown, lost and found agent for the Union Station Company.

remember where they were lost. Like the case of the expensive camera which was turned in last fall. After a manhunt which led south to Miami and north again by way of Canada, the owner was located taking a winter holiday in Jamaica. The camera came in handy, he reported in a note of thanks.

Five years as the Hawkshaw of the lost and found detail have provided Snyder with the opportunity to develop some theories on the strange antics of absent-minded people. For instance, he believes that the penchant for losing things is in direct ratio to the economic situation. "When times are hard, people

take care of phone calls like this:

"I left a raincoat on the train coming in from Libertyville the last time it rained (Snyder quickly pages his ledger for "rain"). It's a medium size (half of the coats on hand will fit a figure anywhere between 100 and 200 pounds), grey (there are nine greys), and, oh yes, I left some matches in the pocket (regulations require that all inflammables be removed immediately). I'll pick it up at five o'clock on my way home."

Despite this three-headed confusion, the identification system followed by the railroad is such that this blithe spirit will get his own raincoat and no other.

statement notifies the railroads of new articles on hand. Obviously some things, such as perishables, can't be held for 90 days. There are health ordinances to consider and the fact that fish, cut flowers or a brace of mallards can become a problem overnight. Perishables are therefore retained only until the end of the current working day. If they remain unclaimed at five o'clock, out the window they go.

Pets, though, get a little more consideration. Although it happened several years back, Mr. Rank's force well remembers the day six canaries were quartered in the office, showing off for a fare-thee-well while a clerk tried frantically to locate their owner. Also, three fat pigeons. On the theory that the owner would be along shortly, they were put in a back room where they had a wonderful time cooing and eating their heads off while the search went on. After three days, still unclaimed, they were turned loose. "We figured they had better memories than their owner," said Mr. Rank. "You see, they were homing pigeons.

Under "Good Will"

AN ENTRY in the good will checking account can be credited to Dining Car Steward H. G. McVitty, according to the following letter from K. T. Myklebust of Longview, Wash.:

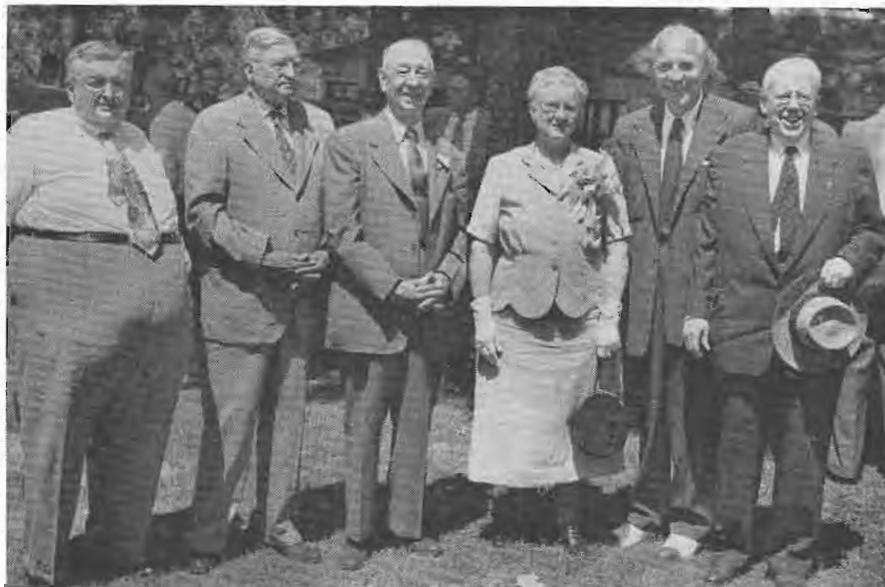
"My wife and I just traveled over your road from Portage, Wis., to Seattle," he wrote. "Mrs. Myklebust is subject to car sickness, but your steward, H. G. McVitty, was so considerate, besides rendering a service by cashing a personal check, that I feel he deserves special commendation. A man like McVitty certainly builds good will for the railroad company. His courtesy was tremendously appreciated by Mrs. Myklebust and myself."

Announce Special Rates for Educational Trips

REDUCED passenger fares on the Milwaukee Road are again available to student groups making educational trips, officials of the road announced.

The reduction, introduced last spring for a three-month trial period, is intended to stimulate travel to centers where museums, art institutes, educational institutions, state and federal buildings are located, also to historic and scenic places along the railroad.

As few as 15 may qualify to receive the reduction which varies depending upon the size of the group.



Principals in the "Doc Schreiter Day" celebration. From left: Dr. E. C. Turner, master of ceremonies; Dr. Andy Hall, principal speaker; Doctor Schreiter; Mrs. Schreiter; Wayne King, most famous of "Doc's" babies; and Melvin Jones, Chicago, founder and secretary general of Lions International. (Savanna Times-Journal photo.)

"Doc Schreiter Day" at Savanna

DR. JOSEPH BENJAMIN SCHREITER, veteran surgeon and examiner for the Milwaukee and Burlington railroads at Savanna, Ill., was honored with a gala community festival on Aug. 8. The celebration marked the doctor's 55 years in the medical profession and the city's gratitude for the services of a well-loved physician. His association with The Milwaukee Road at Savanna dates back to May 1, 1920.

The day's activities featured one of the longest parades in the city's history, a picnic at Old Mill Park and a program. All business houses closed from noon until 2 P.M. so everyone could take part. The celebration was sponsored by the Savanna Lions Club. Dr. E. C. Turner, also a railroad surgeon and examiner, served as master of ceremonies. Doctor Turner is city health officer of Savanna and a 49-year-old "baby" delivered by Doctor Schreiter. Bernard O'Brien, secretary of Lions and managing editor of the Savanna Times-Journal, was public-

ity chairman.

Doctor Schreiter has delivered more than 4,000 babies in this city of 5,000 and an attempt was made to invite each one to "Doc Schreiter Day." Congratulations were received by mail and telegram from virtually every part of the country. Prominent among those present was Wayne King, the orchestra leader, whose worldly debut was supervised by the country physician. Other dignitaries included Dr. Andy Hall of Mount Vernon, Ill., national doctor of the year in 1950, who gave the principal address.

The Lions made Doctor Schreiter an honorary member and will erect a bronze plaque in his honor at Savanna City Hospital where he is chief of staff. The American Legion of Savanna, of which he is a charter member and first post commander, presented him with a life membership.

Doctor Schreiter, a native of Darlington, Wis., graduated from high school at 14, attended the University of Wisconsin and was graduated from Rush Medical College, Chicago, in 1896. During World War I he served two years as a surgeon with the American Expeditionary Forces. He opened his Savanna office at the age of 21 and today, at 76, is still active in his profession. In 1900 he was elected coroner of Carroll County and served 12 terms for a total of 48 years, which is believed to be a record.

The Story of a Station

The Cover

THIS MONTH'S cover shows a picture which could very well be the trademark of The Milwaukee Road—the clock tower on the Union Station in Milwaukee, Wis.

A few old timers still remember when the railroad, having outgrown the old depot at the foot of Reed Street (now S. Second and W. Seeboth Streets), broke ground for a new station. The

work was begun. It involved the erection of a concourse on the track side of the building and a new marquee on the street side; also the installation of new ticket office and rest room facilities, a new waiting room decor and the overhauling of the second floor offices.

Throughout these changes the clock tower remained inviolate, a sentimental landmark to thousands of Milwaukee-

ans. Old timers, however, may miss the old bronze bell which, installed in 1886, tolled the hours and half hours with unflinching regularity until it was silenced in 1912. The bell made a final grandstand play in 1942 when, having outlived its usefulness, it was lowered from the tower and presented to the government to be used as scrap metal in the war effort.



The old and the new. Above, the depot at the foot of old Reed Street, when that district was Milwaukee's principal "port of entry." Below, a recent picture of the present day landmark on W. Everett Street.

site selected was a block on W. Everett Street between N. 3rd and N. 4th, and the architect was John T. W. Jennings who had come to the railroad in 1883. The cornerstone was laid in 1886, although the building was not completed until the following year.

In planning the structure, Jennings was influenced by the strong Germanic character of the city and when the building was completed it was hailed as an example of pure Teutonic architecture, as well as one of the finest railroad stations in the country. Today, in addition to handling a larger number of Milwaukee Road passengers than any station on the system, it is still noted for a charm and classic simplicity that have survived the changing styles of the years.

Built to endure, no structural changes were found necessary until 1938 when a program of modernizing the building



The Observer Is a Lady

From their home near the railroad tracks at Truesdell, Wis., Section Foreman Keith Huff and his wife can watch the passing trains and occasionally they have discovered and reported conditions not apparent to the train crews, such as defective brakes, beams down or hot boxes. The crews now look to them for the signal that all is well, or otherwise.

For instance, on Aug. 25 the crew of No. 75, passing the Huff place, watched for the usual "go ahead" but instead were signaled to stop. The trouble, as detected by Mrs. Huff, was a sticking brake. It was the work of seconds to release it and be on their way.

"There have been many instances of employes observing passing trains for defects and signaling the crew," said Superintendent W. J. Hotchkiss in reporting the incident, "but it is unusual for the wife of an employe to take an interest. Mrs. Huff should be commended for the good work she is doing."

V. E. McCoy Appointed Chief Purchasing Officer

V. E. MCCOY, who has been serving as assistant chief purchasing officer since June 15 of this year, was appointed chief purchasing officer with headquarters in Chicago, effective Sept. 1. He succeeds G. H. Walder who retired at the end of August after 39 years of service in the mechanical and purchasing departments of The Milwaukee Road.

Mr. McCoy brings a broad and varied background of education and experience to the task of supervising the purchases of the railroad during a period of high prices and uncertain supply.

Upon completing his high school training in Miles City, Mont., he went on to Montana State College, where he received a Bachelor of Science degree in mechanical engineering. Entering the service of the Milwaukee shortly thereafter, he took a job as apprentice in the Minneapolis shops in 1925, and from 1928 to 1931 was combustion engineer in charge of power plants, with headquarters in Milwaukee. He then engaged in railway mechanical engineering work and the supervision of railroad service engineers on various railroads, including The Milwaukee Road, continuing in this work until November, 1950, when he returned to the Milwaukee as assistant to vice president.

Commenting on the work of the de-



V. E. McCoy

partment, Mr. McCoy stated that the great emphasis is going to be on service. "Every officer in the purchasing and store department is going out to call on other departments to determine their present needs and to work with them in anticipating future needs," he said. "Deliveries of many materials and supplies are so poor today that if we wait about ordering until all plans are in, costly delays will result. The situation requires an aggressive, forward-looking program."

The Railroads Make It Look Too Easy

The following is taken from an editorial published in the Baltimore Sun, May 16, 1951:

PERHAPS the railroads have only their own efficiency to blame for the fact that the public generally takes their services for granted. Their services are, on the whole, made inconspicuous by their smoothness of operation. When one travels by automobile one expects the delays, detours and dust made necessary by road repairs and new construction. The railroads, in contrast, somehow manage to rip up roadbeds, replace thousands of ties and rail sections each year and remodel bridges without any breaks in service. And the weather, of which one is acutely conscious in air travel, is not even a conscious factor (to the passenger) in railroading, short of a blizzard or hurricane.

The city dweller expects, without thinking about it, that there will be a steady supply of fruit from Florida and California, potatoes from Maine, cars from Detroit, lumber from Oregon, meat from Chicago and off-season vegetables from the Gulf states. The traveler expects clean sheets and table linens, fresh meat and vegetables on the menu, hot and cold running water, air-conditioning and power for electric razors, wherever the train goes and whatever the conditions outside. The public expects, without knowing how boxcars are routed or the price of one locomotive, that the railroads will instantly meet military supply and transportation needs, not only without excuses but without any real curtailment of civilian services.

Somewhere behind the scenes of railroading there are roundhouses, repair shops, marshaling yards, locomotive

plants and hundreds upon hundreds of employes who switch cars, maintain signals, wash windows, paint, load ice, remove refuse, walk tracks and design trestles, not to mention the management which keeps the whole thing running. They are there, but most of us are not aware of them, just as the gradual elimination of grade crossings has reduced our awareness of how many cars there are on passing freight trains. Only a child these days seems to appreciate the breathtaking nature of American railroading, yet railroading today, if adults were to think about it, is ever so much more impressive and thrilling than when we were children.

J. R. Cumming

James R. Cumming, assistant tax commissioner at Seattle who was well known on the railroad and on Lines West particularly, passed away Aug. 25. He had been ill for some time and following an operation in May had been absent from the tax department.

Mr. Cumming was born in Helena, Mont., Aug. 15, 1892, and started to work for the Road in April, 1918. Prior to that time he had worked for the U. S. Forestry Service, laying out township lines through the national forests in Montana and had also been employed for two years by the Northern Pacific. His first service with the Milwaukee was as a draftsman in the engineering department. He later transferred to the tax department as tax agent, in which capacity he served until Feb. 1, 1942, when he was appointed assistant tax commissioner.

Mr. Cumming's wife, Marguerite, survives; also a son, James; a daughter, Margaret, and five grandchildren. For the past several years he made his home at the Crystal Lake Club north of Seattle where he maintained a beautiful flower garden and pursued the hobby of building fine handmade furniture.

G. H. Hill

George H. Hill, retired superintendent of the Idaho Division, died unexpectedly in his home in Spokane, Wash., on Aug. 17. Death resulted from a fall from which he did not regain consciousness. He is survived by his widow Roxie, two daughters and six grandchildren in Spokane, his mother and a sister in Carthage, Mo., and a brother in Rock Island, Ill.

Mr. Hill, who was 66 at the time of his death, was only 12 when he obtained

Hiawatha Godfathers Remember the Kids

TO BE turned loose in an amusement park is a childhood dream not often entertained by orphaned children. On the theory that it is the inherent right of every boy and girl at least once, the Hiawatha Service Club sponsored an outing for Milwaukee, Wis., orphans at the State Fair Park on Aug. 29. A total of 335 children went along for the treat.

The Service Club outing is an annual event to which a representative group from every orphanage in the city is invited. Children look forward to it for months, and there is the word of guardians and teachers that they had been counting the days on the calendar for this one ever since the start of vacation from school. Many of them were reluctant to go away during the summer for fear they would miss it.

Most of the children figured on crowding a year of rides into one afternoon, and some of them nearly succeeded, making as many as 20 trips on the roller coaster and other favorites. Again and again they would get in line for just one more turn.

The park had been reserved for the afternoon and the youngsters had the

run of the grounds, plus plenty of cracker jack, sandwiches and soda pop. There was also the thrill of being photographed by a television cameraman whose happy duty it was to record the afternoon's events. The pictures were scheduled to be shown the following week on a program sponsored by the Milwaukee Gas Light Company over station WTMJ-TV. Like all other Hiawatha Service Club outings before it, this one was something for the children to talk about and remember.

Politics is the art of obtaining money from the rich and votes from the poor on the pretext of protecting each from the other.

Cedric Adams



Youngsters get awfully hungry at an amusement park, so there were plenty of sandwiches, cracker jack and soda pop.



Above and below, scenes at the ferris wheel and merry-go-round, two of the most popular rides. Service Club members shown below supervising the fun are Roy Dermody (left) and Leo Miller.



a job as a station helper in his home town, Delmar, Ia. He studied telegraphy and became a dispatcher and subsequently chief dispatcher, working on various divisions. He transferred to Lines West in 1912 and in 1924 became trainmaster of the Idaho Division. In 1928 he was appointed superintendent of the old Bellingham Division and in 1929 superintendent of the Chicago & Milwaukee Division. He was made superintendent of the Trans-Missouri Division in 1930, assistant superintendent of the Idaho Division in 1933 and superintendent of the Coast Division in 1942. He became superintendent at Spokane in 1943 and it was under his supervision that the employes of the Idaho Division won the President's Safety Trophy in 1946 and 1947, and the Fire Prevention Trophy in 1948. He retired in July, 1950, having completed 53 years of service.

Funeral rites for Mr. Hill were held in Spokane. Serving as pallbearers were J. Z. Ramsey, E. P. Snee, F. B. Beal, L. K. Sorensen, J. R. Reagan and A. O. Thor. A number of other railroad friends and Spokane business associates served as honorary pallbearers.

"Courtesy Pays Dividends" Theme of Purchasing and Store Department Campaign

ONE of the first acts of V. E. McCoy upon being appointed chief purchasing officer, effective Sept. 1, was the opening of a telephone courtesy program. Cards bearing the slogan "Courtesy Pays Dividends" and designed to serve as constant reminders of the importance of the proper use of the telephone were distributed to all officers and employees of the purchasing and store department.

The cards bear the following statement:

"We answer phone calls promptly and courteously—giving our name first. (Example: Miss Jones speaking.)

"We make notes of all important calls.

"We make certain to call back exactly when promised, even if unable to complete the business under discussion, in which case we make a new date. Others depend on our word—we want to be worthy of their faith.

"We keep regular hours at our work so others will know when we can be reached. When away we let someone know where we can be reached and when we will return".

The cards were well received in both the purchasing and store organizations and were followed shortly by letters of commendation and encouragement from Mr. McCoy to the members of the two forces in which he coordinated their own telephone courtesy effort with the "How To Make Friends by Telephone" program running from month to month in this magazine.



Ida Tucker (left), secretary to chief purchasing officer, and Dorothy Fisher, stenographer, discuss the "Courtesy Pays Dividends" suggestion card recently distributed to all employees of the purchasing and store department.

"Everyone has gotten into the spirit of this thing and is doing mighty well", the letters stated. "I want to thank you all for the way you have received these suggestions."

What Time Is It?

THE CONFUSION caused by the dual system of standard and daylight saving time prevailing in the United States during the summer months may not be anywhere nearly as great as that which prevailed before the adoption of standard time in 1883, but it gives the present generation at least a rough idea of what grandfather and grandmother faced when they took a trip by rail in the pre-standardization era.

The worst feature of timekeeping in the summer of 1951 is its lack of uniformity. Cities which go by daylight saving time are often surrounded by cities which adhere to standard time, and vice versa. Only eight of the 48 states observe daylight saving time by legislative enactments; the District of Columbia observes daylight saving time by direction of Congress. In 13 other states, daylight saving time is optional with cities, towns and other political subdivisions. In some of these states

the situation is spotty, to say the least.

In more than half the states, chiefly in the South and West, standard time is observed exclusively. On the Pacific Coast, however, California and Oregon are on daylight saving time, while in Washington State 16 cities and towns served by railroads are on daylight saving time. The entire state of Nevada is also on daylight saving time. Between these far-western states and the Mississippi River, standard time is observed exclusively, excepting in the cities of Butte and Anaconda, Mont., and St. Louis and its suburbs—including St. Charles, O'Fallon, and St. Peters, Mo.

Railroads providing suburban passenger service in metropolitan areas have for several years operated their suburban trains on daylight saving time schedules. With these exceptions, however, railroads throughout the country have operated on standard time. Commencing in 1950, however, a few New England railroads published their schedules on daylight saving time, and this year the

trend has spread to include nine Class I railroads, mostly in the New York-New England area. All Milwaukee Road schedules except those for suburban service show standard time.

All passenger train timetables issued by the railroads, as well as the schedules published in the Official Guide of the Railways, are clearly marked to show whether the schedules are based upon standard time or daylight saving time.

Railroads are endeavoring to minimize confusion, but it is always best for persons planning a trip by rail to check with the information clerk or ticket agent well in advance of the train's departure.

The average annual earnings of railroad employes in 1950 were 96 per cent greater than in 1940—despite a reduction in hours worked. In 1940 the average compensation was \$1,913 per employe; in 1950 it was approximately \$3,764. Average hourly earnings of employes were up 111 per cent from 1940, increasing from 74.2 to 156.9 cents.

appointments

Engineering Department

Effective Sept. 1, 1951:

Walter E. Fuhr is appointed division engineer with headquarters in Savanna, Ill. Mr. Fuhr, a graduate of Iowa State College, has been stationed at a number of places on the railroad, and served as assistant division engineer at Aberdeen, S. D. and Mason City, Ia., and as division engineer at Ottumwa, Ia., before going to Miles City, Mont., on Jan. 1, 1950, as division engineer.



W. E. Fuhr

R. W. Middleton

Roger W. Middleton, division engineer in Terre Haute since April, 1951, is appointed division engineer with headquarters in Miles City. A graduate from Purdue University in 1940, Mr. Middleton started with the Milwaukee in Aberdeen, S. D. He was in military service from 1942 to 1946 when he returned to Aberdeen and where he was appointed assistant division engineer in 1947. He became assistant engineer in Chicago in 1950.

Martin L. Bardill, who has been stationed at Savanna since August, 1947, is appointed division engineer with headquarters in Terre Haute, Ind. Mr. Bardill entered Milwaukee Road service in Marion, Ia., following graduation from the University of Iowa, and has since been stationed at a number of points. He was assistant division engineer in Savanna from 1941 to 1943, in Ottumwa from 1943 to 1947, and was division engineer in Terre Haute from April to August, 1947.

Traffic Department

Effective Aug. 15, 1951:

S. J. Cloke is appointed city freight agent at Seattle, succeeding C. W. Shults, promoted. Mr. Cloke started with the railroad in the traffic department in Butte in 1944 and since 1946 has been chief clerk in the traffic department in Spokane.



S. J. Cloke

R. N. Dosch

Effective Aug. 16, 1951:

R. N. Dosch is appointed city freight agent at Los Angeles. He has been chief clerk in the Road's traffic offices in Los Angeles since 1946.

C. C. Strauch is appointed traffic representative at Davenport, Ia. He started with the DRI&NW as rate clerk in Rock Island, Ill., in 1940, came to the Milwaukee in 1944 as rate clerk in Davenport, and since November, 1945, has been chief clerk in the traffic department at that point.



C. C. Strauch

E. W. Jacobson

Effective Sept. 1, 1951:

E. W. Jacobson is appointed traveling freight agent with headquarters at San Francisco, succeeding L. M. Jones, deceased. Mr. Jacobson started with the railroad in Aberdeen, Wash., in 1937 and was subsequently in the traffic department in Seattle and Portland, Ore. In 1944 he was appointed city freight



J. W. Webner

J. C. Salscheider

and passenger agent in Spokane, and since February, 1948 has been traveling freight and passenger agent with headquarters in Spokane.

J. W. Webner is appointed city freight agent at Cleveland, Ohio. He has been chief clerk in the Cleveland traffic department since 1947.

J. C. Salscheider is appointed city freight agent at Cincinnati, Ohio. He started with the railroad in Minneapolis in 1941, was an Air Corps pilot in World War II, returned to the railroad in 1946 and since August, 1946, has been chief clerk in the Road's traffic department in Indianapolis.

William A. Murley is appointed city freight agent at St. Paul. He started with the railroad in St. Paul as a rate clerk in 1942 and since 1947 has been chief clerk in the traffic department in Duluth, Minn.

Purchasing and Store Department

Effective Sept. 1, 1951:

V. E. McCoy is appointed chief purchasing officer, with headquarters at Chicago, succeeding G. H. Walder, who has retired after 39 years of service with the railroad. A photograph of Mr. McCoy and information regarding his appointment appear elsewhere in this issue.

W. J. Beckel is appointed district storekeeper with jurisdiction over all matters pertaining to bridge and building lumber requirements on the entire system. His headquarters are in Aberdeen, S. D., where he started with the Road in 1918 and where he has been division storekeeper since 1943.



W. J. Beckel

It is estimated that railway employes throughout the United States carry on approximately 5,000,000 telephone conversations a day with persons outside the railway organization.

Railroads are the only form of common-carrier transportation to pay their entire cost of operation and maintenance. Other forms of transportation use the highways, waterways and airports which have been built for them with tax money.

BIRD TALK

by Claire Braun

Secretary, Law Department, Chicago

THE interest in parakeets as pets has developed so rapidly in recent years that the ownership of one will serve nowadays as an introduction even between perfect strangers.

I became a member of that growing fraternity last fall when Kip, a powder blue parakeet, was given to me and my brother by friends. Such a scared mite he was, just five weeks old, and how he

fluttered when we came near or touched his cage. Knowing nothing about these birds, I tried to pick him up, which frightened him all the more. Then I read that a parakeet can be hand-tamed by feeding him from one's finger, so I moistened a finger tip in his water cup, dipped it in the seed dish and coaxed him to eat. Gradually he grew less afraid, and soon we were friends.

As a card player Kip has a mind of his own; finds Claire "positively exasperating".



It was a month before Kip ventured outside his cage, but when he did he immediately ran up and down the little ladder at the door and played with the toys in his playpen, ringing the colored bells and preening himself before his little mirror. When he flew about the room he made for the high places, hanging from the top of a drape or close to the ceiling. As time went on he began to fly lower and light on a head

or a shoulder, and now he will come when called, even from another room.

Kip was three months old when he said his first words. We had tried to teach him to say "hello", and I believe we must have repeated it 10,000 times when he surprised us one day with, "Pretty birdie, pretty Kip, sure!" By that time we knew that L, along with M and N, are the most difficult word sounds for a parakeet to make. However, such sounds as P, K, T, D, R and S, Kip had learned readily.

After that we taught him to say "What are you doing?" and followed with "Jeepers, creepers!" It was quite a thrill to have him fly to my shoulder one day while I was wrapping a package and say, "Jeepers, creepers, what you doing? Huh?"

Among expressions he has learned since then are "Come on, talk to me", "I like you, yes I do," "Thank you," "O. K.," "Sparrow in the treetop," "I should say so" and "He's a little genius, yes he is." His favorite is, "Oh, he's such a smart Kip. Yes sir, positively!" It took 10 days of constant repetition to teach him "positively," but on the other hand, he learned to say, "Where's Chipper?" in two days—Chipper is the name of the parakeet next door.

At times I am convinced that Kip has a sense of humor. For instance, he likes to play on the floor, but we discourage this habit by flicking a newspaper or a

how are we doing?

	JULY		SEVEN MONTHS	
	1951	1950	1951	1950
RECEIVED FROM CUSTOMERS				
for hauling freight, passengers, mail, etc.....	\$20,375,296	\$21,390,332	\$147,551,759	\$132,916,077
PAID OUT IN WAGES	11,565,104	10,196,397	78,300,855	67,583,835
PER DOLLAR RECEIVED (CENTS).....	(56.8)	(47.7)	(53.1)	(50.8)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment insurance.....	673,878	621,131	4,573,261	4,102,836
PER DOLLAR RECEIVED (CENTS).....	(3.3)	(2.9)	(3.1)	(3.1)
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest....	8,883,177	9,574,218	64,338,634	59,919,782
PER DOLLAR RECEIVED (CENTS).....	(43.6)	(44.8)	(43.6)	(45.1)
NET INCOME		998,586	339,009	1,309,624
NET LOSS	746,863			

HOW TO MAKE FRIENDS BY TELEPHONE

when away from your telephone . . .

LEAVE WORD WHERE YOU ARE GOING

It may save you important calls if you leave word with the person who will answer your telephone as to where you are going and when you expect to return.



when answering calls for others . . .

ASK QUESTIONS TACTFULLY

Ask only those questions that are necessary, such as name and telephone number. You may want to use such phrases as "I'm sure Mr. Smith would like to know who is calling" or "When Mr. Smith returns may I tell him who called?"



—from *How to Make Friends by Telephone*, published by the Illinois Bell Telephone Co.

towel at him and saying, "I'll scare you." One evening he flew to me, tweaked my ear and said, "I'll scare you, Claire!"

Kip had no trouble getting adjusted to our ways. In the evening he joins us at dinner, helps with the dishes and keeps up a running line of chatter. We have taught him a number of tricks. With coaxing he will carry a small plastic top up the ladder and drop it in his cage, and he can also walk a tight rope while carrying the top. He would like to join our Canasta games, but since he insists on making up his own rules, we give him other cards to play with. He picks up one at a time, runs around in a circle, and finally drops it to the floor, cocking an eye at it as it falls.

From the start Kip has been easy to feed. I buy parakeet seed in bulk, a

pound at a time to insure freshness. One cup, mixed with one-fourth teaspoon of cod liver oil, is put into a covered jar and kept in a cool place. He is partial to oranges, apples, cabbage, carrots and celery, and the tops of the latter two; parakeets do not thrive on parsley or lettuce. He also likes to bathe on the wet greens (parakeets, unlike canaries, will not bathe in a dish), so all I have to do is get out the vegetable crisper, and Kip thinks it's time for a bath!

My charming companion is now almost a year old and has a vocabulary of about 120 words. Breeders tell me that this is unusual, that 50 or 60 words is considered good for a parakeet of a year and a half. But, then, as Kip admits himself, "He's a little genius, yes he is."

WHAT DO YOU KNOW?

Test your knowledge of railroads and railroading. The answers will be found on page 42. If you answer 5 of the following questions correctly you are good; if you answer 6 or 7 you are very good; if you answer 8 or 9 you are way above average; if you answer all 10, you are a genius.

1. From which of these three commodity groups do the railroads of the United States as a unit derive the most revenue—products of agriculture, products of mines or products of forests?
2. What does a white stripe on a boxcar door signify—that the car is (1) privately owned, (2) equipped for loading automobiles or (3) equipped for refrigeration?
3. What does a locomotive whistle of two long, one short and one long blast mean—(1) approaching a station, (2) application of brakes or (3) approaching a public crossing at grade?
4. How much per day does one railroad pay another for the use of a freight car—\$1.00, \$1.75 or \$2.50?
5. What is dunnage—(1) non-revenue freight transported for the railroad company, (2) waste materials left in boxcars or (3) blocks, braces, shelving and other materials used to protect and support shipments in transit?
6. What is a conductor's wheel report—(1) a report showing the origin, destination and consist of each freight car, (2) a report covering car wheel inspections or (3) a report indicating which freight cars need repairs?
7. What part of the three-cent postage required to send a first-class letter from one city to another in the United States goes to the railroad—one-fifth of a cent, one-half a cent or one cent?
8. In railway slang, what is a "jitterbug"—(1) a section worker, (2) a mixed train or (3) a rail motor car?
9. America's longest railway tunnel is located in Pennsylvania, Colorado or Washington?
10. How much did the 1950 railway tax bill amount to per day— $1\frac{1}{2}$, 2, or $2\frac{1}{2}$ million dollars?

The four cornerstones of character on which the structure of this nation was built are: Initiative, Imagination, Individuality, and Independence.

—Capt. Eddie Rickenbacker

Pin Money Hobby

by Margaret Hickey

Correspondent, Seattle General Offices

MRS. WALTER C. WHARTON, widow of a Milwaukee Road signalman, has a unique hobby which has become a lucrative retirement project. She makes clothes for and dresses miniature dolls.

Mr. Wharton died in 1940 after 22 years of service and in 1942, when

women were needed to replace men in essential industries, Mrs. Wharton took a job with United Air Lines in their service department in Seattle. Due to her ability and general good health she was asked to continue three years beyond the retirement age of 65 and when

she left had the distinction of being their oldest employe. She retired in July of this year.

While she was employed she spent her lunch hours and her spare time at home dressing miniature dolls to fit any request she received. She started with a pincushion doll, but since then has dressed many types. While she was with the air line she dressed a great number as pilots, nurses and stewardesses, but she also had requests for such varied types as dancers, cheer leaders and hula hula dolls.

Just recently Mrs. Wharton moved to Spokane to be with two sisters. She also has a daughter and grandchildren in Great Falls, Mont., whom she visits frequently. When she was employed there never seemed to be enough hours in the day, but now she has plenty of time for her hobby. She recently estimated that she has dressed close to 700 dolls.

Mrs. Wharton with dolls she has dressed to represent a Milwaukee Road train and engine crew.



Refinishing Old Furniture

A RELIABLE brand of paint and varnish remover will prove its worth in refinishing old furniture. Brush the remover sparingly over the entire surface of the furniture and allow it to soak in. It may take four or five coats before it can be scraped off easily. In crevices, apply extra coats of remover so old finish can be removed with a coarse cloth. Exercise care when using scraper or putty knife. Long sweeping motions following the grain of the wood and a light touch are best.

Preparing the Surface

When all traces of old finish have been removed, sand the entire surface. Use a medium grain sandpaper or the chemical variety. Sand in the same direction as the grain of the wood. Then

continue with a fine grain sandpaper until the area is smooth. Rinse with a cloth moistened in turpentine or denatured alcohol. Sanding makes a surface that absorbs paint easily.

Fillers

Fillers are sometimes required for porous woods, such as chestnut and ash, so that the finish will penetrate the surface evenly. These fillers can be purchased to match the color of the wood. If a paste filler is used, it may be applied with a putty knife or brush. To use a brush, the filler must first be thinned with turpentine to brushing consistency. Brush with the grain. Work on a small section at a time. When filler is nearly set wipe it off with a coarse cloth, such as burlap, across the

grain. Finish by wiping lightly with a clean rag. If the pores are not filled with the first coat, repeat the process.

Cracks or deep scars may be filled with plastic wood. When dry, sand until smooth. If the filler does not match the color of the wood, go over it with a stain that does.

Applying Finishes

Now the article is ready for the finish. Your personal taste will decide the type of finish to use.

Stains or paints should be brushed on parallel with the grain of the wood. Allow a stain to penetrate and then wipe off the excess with a clean, lint-free cloth.

—The American Weekly

The Milwaukee Road Magazine

Off to School With Frozen Sandwiches

A GOOD way to ease the mad morning rush of preparing the lunch boxes while getting the children up and off to school is to prepare a variety of sandwiches in advance. Wrap them individually in moisture-vaporproof material and keep them in the refrigerator's freezing compartment or in the home freezer. In the morning let the children pick out their own sandwiches and by noon they'll be thawed and ready to eat.

Here are some sandwich-making hints from the General Electric Consumers Institute:

Spread butter thinly on both slices of bread, covering from crust to crust. This will prevent filling from soaking into the bread. Use butter at room temperature; do not melt.

Because lettuce, tomatoes and other salad greens lose crispness in the freezer, they should be added to sandwiches only when ready to be eaten. Label the sandwiches before placing them in the freezing compartment. Never refreeze thawed sandwiches and do not store them longer than two weeks.

Youngsters soon grow tired of the usual cold-cut, cheese and peanut butter sandwiches. Why not make some tasty fillings to give them a pleasant change? Any seasoned butter will freeze satisfactorily if it does not contain mayonnaise or salad dressing, raw vegetables, hard-

cooked egg whites, jams or jellies. Here are a few suggestions:

Shrimp Filling

1 cup cooked or canned shrimp
1 cup softened butter or margarine
few grains salt
few grains cayenne pepper
 $\frac{1}{4}$ cup tarragon vinegar
Put shrimp through food chopper, using fine blade. Add butter and seasoning; blend thoroughly.

To make **Ham Butter Filling**, substitute 1 cup of cooked ground ham for the shrimp and 4 sieved hard-cooked egg yolks. Omit vinegar.

Tangy Liverwurst

$\frac{1}{2}$ cup liverwurst, mashed
2 tablespoons prepared horseradish
1 tablespoon softened butter or margarine
1 teaspoon prepared mustard
Blend liverwurst and horseradish. Then blend butter and mustard. Spread half the bread slices with the liverwurst mixture and the other half with the mustard blend. Put the two together for sandwiches.

Egg and Sardine Filling

2 hard-cooked egg yolks, sieved
 $\frac{1}{4}$ cup softened butter or margarine
 $\frac{1}{2}$ teaspoon lemon juice
few drops tabasco sauce
 $\frac{1}{4}$ teaspoon salt
 $\frac{1}{4}$ teaspoon cayenne pepper
 $\frac{1}{2}$ cup mashed sardines
1 tablespoon soft butter or margarine
4 teaspoons lemon juice



$\frac{1}{4}$ teaspoon Worcestershire sauce
Combine egg yolks, butter, lemon juice, tabasco sauce, salt and pepper and blend until smooth. Spread on bread slices. Then combine sardines, butter, lemon juice and Worcestershire and spread over egg mixture. Cover with remaining bread slices.

Smoky Peanut Brittle

1 cup crushed peanut brittle
 $\frac{1}{8}$ cup smoked cheese
Combine ingredients and blend thoroughly. Spread mixture between slices of bread.

Reader Recipe

Apples canned the sulphurized way retain their firm texture and fresh flavor, making them especially good for pies. The county extension service recommends this method.

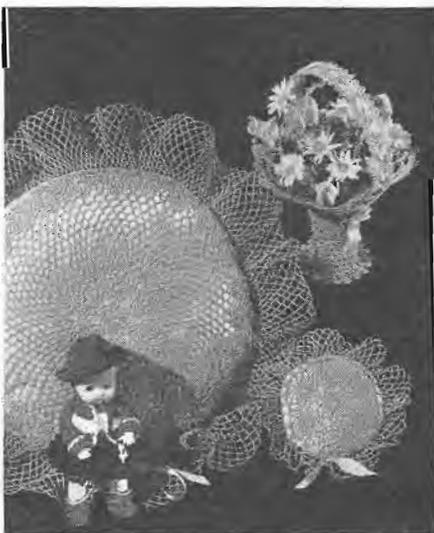
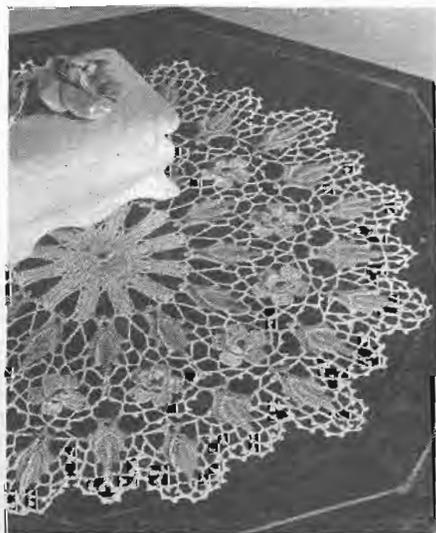
Sulphurized Apples

Use a new 2-gallon crock (it can be reserved for this purpose) and fill $\frac{2}{3}$ full with pared apples cut in eighths.

Place a piece of sterile cotton on a saucer, sprinkle cotton with one teaspoon U.S.P. sulphur and place saucer on top of apples. Light the sulphur and cover crock with a plate. Place an old cloth over the crock to prevent any fumes from escaping and allow to stand for three hours. Check occasionally to see if sulphur is still burning—it may be necessary to re-light it.

Remove apples from crock, pack in sterile jars and seal. Before using, rinse in water two or three times.

Mrs. N. B. Andrews,
wife of operator,
Columbus, Wis.



CROCHETED IN COLOR. Here's the answer to our readers' requests for crochet patterns to make little gifts, bazaar novelties or party prizes. The wild rose doily is Irish crochet, shaded pink roses and green leaves set into a web of white lace. The starched basket is also in color, chartreuse here, with a pink satin bow. A plain satin pillow is covered with light blue lace and the same pattern is adapted for the pincushion. The 8-inch cowgirl wears red and black. Free direction leaflets for WILD ROSE DOILY and FOUR CROCHETED GIFTS can be had from The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill.

Replacing Connecting Cord Plugs

A frayed connecting cord on an electric appliance can hold up a woman's work for the day until the man of the house gets home to repair it. That needn't happen, for any housewife can learn to do it herself. It's simple if you follow the pictures and these directions offered by Good Housekeeping:

To replace a plug in a connecting cord, trim the frayed portion of the cord, then strip off about 2 inches of the outer covering, being careful not to cut the insulation on wires. Slip the plug onto the cord, and separate the wire conductors. Remove about 1/2 inch of the insulation from ends of wires, and scrape them with a knife until bright. Twist each wire end.



If the plug will accommodate it, tie an Underwriter's knot, as illustrated, so about one and a half inches of each conductor projects from the knot. Pull down knot so it is in the base of the plug. This prevents strain on the terminal connections, should the plug be removed from the outlet by grasping the cord. It is wise, however, to remove a plug by grasping its base.



Loop a wire around each of the prongs, and twist it around a terminal screw, tucking wire completely under screw-head in a clock-wise direction, with no more than one turn of wire. Tighten screws, and trim with scissors any strands that may be exposed. Occasionally examine plugs to determine if repairs are necessary and to tighten screws.



Studio Bed + Bolsters = Sofa

YOUR utilitarian Hollywood bed can be made as comfortable as a modern sofa with the addition of two L-shaped bolsters covered to match. The bolsters, measuring 12 inches in depth and eight inches in height, are designed to offset the twin discomforts of studio living room day beds—the extra deep seating space and the absence of a back rest.

The firm but resilient bolsters not only cut back the seating space but serve as back and arm supports. They are also convenient areas on which to place an ash tray, an afternoon cup of tea or sewing paraphernalia, or to brace a note book or writing pad.

To make the bolsters:

1. Get sheets of latex rubber and hog's hair; it comes in 4-inch thickness from your local upholstery shop.
2. Cut 4 L-shaped sheets to measure.



It takes two thicknesses of filler for each bolster.

3. Cover filler with permanent canvas or heavy muslin. Make a tight fit on this cover.

4. Slip cover in fabric of your choice.

It's an Idea!

To wash the ice trays in your refrigerator, merely use soap and water. Don't use metal sponges, steel wool or coarse cleaning powders. And never use boiling water, for it will remove the surface wax film which helps make it easy to remove the ice cubes.

Here's a way to get a quick blaze when you build a picnic fire. Soak an unglazed brick in kerosene for a day or two before you'll need it. The brick will burn for a long while and will ignite even damp logs without any kindling.

Here's a way to extend the life of your flashlight batteries, at least until it is convenient to replace them. When the light starts to die, polish the ends of each battery with fine sandpaper. This removes corrosion and improves contact, says *Better Homes & Gardens* magazine.

To separate two glasses which have stuck together, dip the bottom glass in warm water and at the same time put cold water in the top glass.

Any garden work with bricks or rocks will wear out a pair of fabric gloves in short order. To triple the life of such gloves, try this suggestion from *Better Homes & Gardens* magazine. First saturate the cloth well with a waterproof glue. Then rub fine sawdust into the glue. Let the glue dry before using the gloves.

Add a subtle flavor to fruit salad with easy-to-make *Citrus French Dressing*: Mix 3/4 teaspoon salt, 1/2 teaspoon paprika and 1/4 teaspoon mustard in a small bowl. Add 1/3 cup salad oil and beat with a rotary beater. Add 3 tablespoons vinegar and 1/2 cup citrus juice (drained from fruit sections) and beat until well blended. This will yield 1 cup. Store in the refrigerator in a covered jar; shake before using.

Early American spatter-dash floors are "in" again and here's how you do them: With your right hand, dip a whisk broom into the paint that is to be spattered. In your left hand, hold a broom handle or a piece of wood. By tapping the top of the whisk broom gently against the broom stick, you will spatter the paint in a more or less even pattern. You might try a red and green spatter on a black floor, or a blue and yellow on terra cotta. If you want a solid border around the mottled center, use transparent adhesive tape to achieve a straight line.

You can do a neater job of applying appliques if you cut out the same design in cardboard. Then press the edges of the fabric motif over this, with the turn-under allowance clipped slightly to make it lie flat. Remove cardboard and pin and baste the motif to the article in work. Finish with blanket or satin stitch, or with neat hemming stitches.

retirements

The following employes' applications for retirement were recorded during August, 1951

CHICAGO GENERAL OFFICES

BALDERSON, JACOB A.
AFE Engineer Chicago, Ill.
SEEBER, JOSEPH P.
Special Policeman Chicago, Ill.

CHICAGO TERMINALS

BOROWICZ, WALTER
Trucker Chicago, Ill.
DONAHUE, THOMAS
Sec. Laborer Galewood, Ill.
GIFFORD, JESSE
Machinist Helper Bensenville, Ill.
GLAVEY, PATRICK
Sec. Laborer Chicago, Ill.
KELLER, GEORGE
Ex. Gang Laborer Chicago, Ill.
LEVATO, PETER A.
Sec. Laborer Chicago, Ill.
LEWIS, LEO
Ex. Gang Laborer Chicago, Ill.
SCHLIEP, FRED G.
Car Inspector Chicago, Ill.
SIUCCI, UGO J.
Car Carpenter Chicago, Ill.
SITTLER, ALBERT G.
Agent Hermosa, Ill.
SOBRIESKI, LEO F.
Boilermaker Bensenville, Ill.
STOFFERAN, OTTO C.
Mach. Helper Chicago, Ill.
SZYSKOWSKI, THOMAS
Carman Chicago, Ill.
TOWICH, JOSEPH
Bridge Tender Chicago, Ill.

COAST DIVISION

CARLSON, ELLEN E.
Cook and Nurse Renton, Wash.
FREEMAN, ROBERT B.
Conductor Tacoma, Wash.
JONES, ROSCOE W.
Working Foreman Seattle, Wash.
NASSET, PEDER
Sec. Laborer Pine City, Wash.
VALLIERE, JOSEPH A.
Sec. Laborer Carnation, Wash.
WESTLUND, NELS J.
Ex. Gang Laborer Marengo, Wash.
YOUNG, WALLER R.
Loco. Engineer Tacoma, Wash.

DUBUQUE & ILLINOIS DIVISION

HILL, ALVAH P.
Machinist Savanna, Ill.
HIXON, GEORGE E.
B&B Foreman Lanark, Ill.
HOLLIS, CARROLL W.
Telegrapher Chillicothe, Mo.
INGLE, BERT
Sec. Laborer Kansas City, Mo.
McFADDEN, JOHN J.
Loco. Engineer Savanna, Ill.
RICHARDSON, CARROLL M.
Switchman Nahant, Iowa
WILKINSON, HOWARD M.
Yardmaster Dubuque, Iowa

HASTINGS & DAKOTA DIVISION

MEYER, GEORGE W.
Stockyard Laborer Aberdeen, S. D.

IDAHO DIVISION

BARTON, RALPH L.

Laborer Othello, Wash.
DENNY, THOMAS W.
B&B Carpenter Spokane, Wash.
FORSSTROM, CARL A.
Ex. Gang Laborer Clarkia, Ida.
JOHNSON, JOHN G.
Sec. Laborer Spokane, Wash.

IOWA DIVISION

BARKOWICZ, JOE
Sec. Laborer Atkins, Iowa
BRIGHT, WILLIAM T.
Agent Elwood, Iowa
COZART, CLEMENT L.
Sec. Laborer Hopkinton, Iowa
HARRINGTON, ARTHUR N.
Station Helper Delmar, Iowa
NATZEL, ARTHUR O.
Sec. Foreman Manilla, Iowa
STICKNEY, ARLAND B.
Loco. Engineer Marion, Iowa

IOWA & DAKOTA DIVISION

DINAN, WILLIAM J.
Boilermaker Sioux City, Iowa
FRENCH, NILES O.
Sec. Laborer Ruthven, Iowa
HAMILTON, WILLIS F.
B&B Carpenter Chamberlain, S. D.
MONTGOMERY, ROBERT H.
Loco. Fireman Mitchell, S. D.
WESTBY, EDD C.
Trucksmith Mitchell, S. D.

IOWA & SOUTHERN MINNESOTA DIVISION

BARTELT, WILLIAM J.
Crossingman Faribault, Minn.
NELSON, CHRIST
Sec. Laborer Lyle, Minn.
PISBACH, FRANK
Sec. Laborer Elko, Minn.
TALLMADGE, DAVID L.
Loco. Engineer Austin, Minn.

Old Age, the Time of Your Life

by J. J. Taylor

Division Editor, Minneapolis

To LIVE long without growing old is merely a matter of keeping alive one's ability to have fun. This sage advice comes from C. H. Crouse, retired Minneapolis agent, who was 101 on Sept. 13. Good as his word, he plans to celebrate by taking a vacation trip to Lexington, Ky.!

Mr. Crouse began railroading in 1870 and retired in 1937 at the age of 87. He has many amusing memories of his early service, many of which concern the wood burning locomotives. For instance, he recalls that the conductor frequently enlisted the aid of the passengers to throw wood up onto the tender at points along the right of way. The passengers regarded these "coaling" operations as part of the fun of making the trip.

He also remembers that until the La Crosse & River Division main line was completed, the only way to use the railroad to Milwaukee from the Twin Cities was via the old I&M Division to Austin and Calmar, then across the river at Prairie du Chien and east. The trip generally took the best part of two days.

As advice to all who would like to live to be a hundred plus, Mr. Crouse states that the first 100 years are the



Mr. Crouse, picking up a pass for his vacation trip to Kentucky, looks in on General Superintendent D. T. Bagnell (left) and Superintendent G. F. Wilson.

hardest. "After that you should find it pretty easy," he says. "Watching your diet is important. Don't eat too much, and eat slowly. Above all, get plenty of sleep and exercise."

As proof that he practices what he preaches, Mr. Crouse never uses tobacco or alcohol, and he walks at least a mile every day. Obeying these rules for healthful living has given him the appearance, energy and gait of a man 65 or so, and the ability to enjoy a long and happy retirement.

LA CROSSE & RIVER DIVISION

HAYES, ANDREW D.
 Caller-Frt. La Crosse, Wis.
 KLEMP, JULIUS O.
 Signal Foreman Portage, Wis.
 MACKAY, CHARLES H.
 Pass. Brakeman Milwaukee, Wis.
 MEYERS, ALBERT C.
 Sec. Laborer Merrill, Wis.
 SPEED, LEONARD T.
 Waiter La Crosse, Wis.
 URBAN, EDWARD W.
 Conductor Wausau, Wis.

MADISON DIVISION

AMES, EDWARD A.
 Agent Oglesby, Ill.
 INTRAVAIA, CHARLES
 Laborer Madison, Wis.
 PAKE, JOHN O.
 Station Helper Prairie du Chien, Wis.
 POWERS, ROY A.
 Sec. Foreman Rockford, Ill.
 RAASCH, HENRY E.
 Loco. Engineer Beloit, Wis.
 SCHNEIDER, FREDERICK F.
 Sec. Laborer Shannon, Ill.
 SWAN, FRANK E.
 Switchman Janesville, Wis.

MILWAUKEE DIVISION

AMBROSE, FRED

Ex. Gang Laborer Milwaukee, Wis.
 GUNDERMAN, GUSTAVE
 Sec. Laborer Hilbert, Wis.
 HANSEN, THEODORE A.
 Loco. Engineer Green Bay, Wis.
 JACKSON, ARTHUR L.
 Conductor Milwaukee, Wis.
 LAROUX, DOLPHUS
 Agent Crystal Falls, Mich.
 MEYER, WILLIAM J.
 Brakeman Fox Lake, Ill.
 MIERSCH, ALBERT
 Truckee Green Bay, Wis.

MILWAUKEE TERMINALS & SHOPS

CASWELL, RICHARD W.
 Switchman Milwaukee, Wis.
 DAVIS, CLIFFORD B.
 Ex. Gang Laborer Milwaukee, Wis.
 DOUGHERTY, HARVEY J.
 Boilermaker Helper Milwaukee, Wis.
 DUBALA, NICK
 Mach. Helper Milwaukee, Wis.
 FREITAG, JOHN
 Boilermaker Milwaukee, Wis.
 FREITAG, RUDOLPH E.
 Boilermaker Milwaukee, Wis.
 HAUENSTEIN, GEORGE E.
 Delivery Clerk Milwaukee, Wis.
 McPARTLIN, WILLIAM J.
 Switchman Milwaukee, Wis.

NEDIN, THOMAS
 Carman Milwaukee, Wis.
 SCHALLOCK, CARL W.
 Laborer Milwaukee, Wis.
 STRUKEL, ANTON J.
 Caller-Frt. Milwaukee, Wis.
 WILL, JULIUS F.
 Tinsmith Milwaukee, Wis.

OFF LINE & MISCELLANEOUS

FAIRBAIRN, FREDERICK C.
 General Agent San Francisco, Cal.

ROCKY MOUNTAIN DIVISION

CARLSON, ARTHUR J.
 Conductor Deer Lodge, Mont.
 FOSTER, WILLIAM N.
 Ex. Gang Laborer Butte, Mont.
 LARANCE, JAMES
 Sec. Laborer Choteau, Mont.
 QUNELL, HENRY
 Sec. Laborer Geraldine, Mont.
 SCHUETT, AUGUST C.
 Loco. Engineer Three Forks, Mont.
 SYRON, IVAN H.
 Sec. Laborer Judith Gap, Mont.

TERRE HAUTE DIVISION

HAVARD, THOMAS P.
 Carman Terre Haute, Ind.

TRANS-MISSOURI DIVISION

CROY, HESLEY C.
 Loco. Engineer Mobridge, S.D.
 DAHL, JOHN E.
 Brakeman Mobridge, S.D.
 GONION, JOHN B.
 Sec. Laborer Musselshell, Mont.
 HAFFEMAN, GEORGE C.
 Loco. Engineer Mobridge, S.D.
 JOHNSON, EDWARD M.
 Engine Watchman Melstone, Mont.

TWIN CITY TERMINALS

BLEVER, HARRY R.
 Turntable Oper. St. Paul, Minn.
 HALL, JESSE J.
 Carman Helper Minneapolis, Minn.
 HERMSTAD, PETER J.
 Boilermaker Minneapolis, Minn.
 HJELM, AXLE F.
 Blacksmith Minneapolis, Minn.
 IRWIN, GEORGE M.
 Roundhouse Laborer Minneapolis, Minn.
 KITCHEN, HARRY G.
 Machinist Minneapolis, Minn.
 OLSON, HARRY A.
 Steamfitter St. Paul, Minn.
 WALDRON, JOHN P.
 Crossing Flagman Minneapolis, Minn.

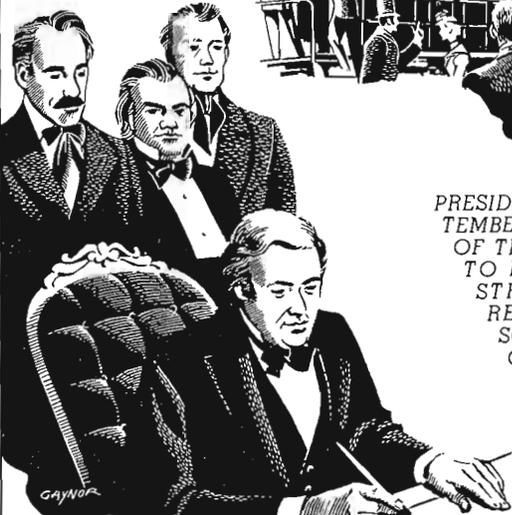
September IN RAILROAD HISTORY



TELEGRAPH FIRST USED IN DISPATCHING TRAINS—SEPTEMBER 22, 1851.



INITIAL TRIP OF GEORGE M. PULLMAN'S FIRST SLEEPING CAR—SEPTEMBER 1, 1859



PRESIDENT MILLARD FILLMORE — SEPTEMBER 20, 1850 — SIGNED THE FIRST OF THE FEDERAL LAND-GRANT ACTS TO ENCOURAGE RAILWAY CONSTRUCTION IN UNDEVELOPED REGIONS OF THE WEST AND SOUTH. LESS THAN 10 PER CENT OF U. S. RAILROAD MILEAGE WAS THUS AIDED. IN RETURN, RAILROADS CARRIED GOVERNMENT TRAFFIC AT REDUCED RATES, SAVING THE GOVERNMENT MANY TIMES THE VALUE OF THE LANDS GRANTED.

Had Abraham Lincoln been living today, the Rotary Club would supply him with a good set of books, the Lions Club with a reading lamp, the Cosmopolitan Club with writing equipment, the Kiwanis Club with a wooden floor for his cabin. He would have the protection of the child labor law and government old-age insurance. A kindly philanthropist would send him to college with a scholarship. Incidentally, a case worker would see that his father received a monthly check from the county. The OPA would reduce his rent by 50 percent. He would receive a subsidy for rail splitting, another one for raising some crop he was going to raise anyway, and still another subsidy for not raising a crop he had no intention of raising.
 Result: There would have been no Abraham Lincoln.

Hail the Lady Agent!



Daughter Barbara comes to the station to walk home with mother after the day's work.

The station agent's job is such an integral part of family life that some agents' wives can pinch hit at a moment's notice. Such was the case recently when Jim Burns, agent at Sanborn, Ia., went to Mason City as relief dispatcher and Mrs. Burns became acting agent at Sanborn. In his absence she is doing such a commendable job that a grateful citizen, Fred A. Soop, paid her a tribute in a poem:

Lady Agent

*We've had many agents in Sanborn,
Fine men who have served in their
turns,*

*But the new agent now serving Sanborn
Is a lady! She's named Lois Burns.*

*It's been said that the job is a rough one
Because of the work there's to do,
But Lois is very proficient
And works without fuss or ado.*

*She arrives in the station at seven,
Gets the lineups, types orders and
that.*

*She next checks the yards—and she's
accurate—
On that you can bet a new hat!*

*She makes her reports to dispatchers,
Calls crews and checks out all the
freight;*

*Also handles the express and baggage
And keeps her accounts up to date.*

*As she sits at her desk in the office
And spells out the click of the keys,
She serves her employer and public
With a smile and desire to please.*

September, 1951

The Milwaukee Road Women's Club Membership Honor Roll - 1951

The General Governing Board extends its congratulations to the following chapters which had as of July 1 shown an increase in membership over that of Dec. 31, 1950, thereby qualifying for membership prizes:

Chapter	VOTING		CONTRIBUTING		TOTAL	
	July 1	Incr.	July 1	Incr.	July 1	Increase
Aberdeen, S. D.	527	31	725			9
Alberton, Mont.	70	20	77	17	22	37
Austin, Minn.	111	3	154	16		19
Avery, Idaho	58	18	105	50		68
Beloit, Wis.	122	26	158	38		64
Bensenville, Ill.	72	4	158	15		19
Butte, Mont.	66	4	81	4		8
Channing, Mich.	100	3	74	1		4
Council Bluffs, Ia.	82	2	136	1		3
Davenport, Ia.	80	1	174	1		2
Deer Lodge, Mont.	122	15	146		14	1
Des Moines, Ia.	103	17	119		1	16
Harlowton, Mont.	119	1	78	6		7
Iron Mountain, Mich.	66	3	85	1		4
Janesville, Wis.	201	2	251	0		2
Kansas City, Mo.	86	4	118	6		10
La Crosse, Wis.	144	1	283	2		3
Lewistown, Mont.	119	2	165	1		3
Madison, S. D.	54	25	74	48		73
Madison, Wis.	134	31	147	28		59
Malden, Wash.	70	1	81	4		5
Marion, Ia.	134	3	118	2		5
Marmarth, N. D.	44	1	51	0		1
Milbank, S. D.	67	3	118	4		7
Miles City, Mont.	254	6	292	4		10
Milwaukee, Wis.	334	26	1,237	381		407
Minneapolis, Minn.	214	1	788	62		63
Mitchell, S. D.	62	5	111	7		12
Mobridge, S. D.	154	43	124	32		75
Montevideo, Minn.	83	26	115	58		84
Othello, Wash.	63	6	137		4	2
Perry, Ia.	246	4	255	40		44
Portage, Wis.	118	1	168	9		10
St. Maries, Idaho	59	43	70	44		87
St. Paul, Minn.	111	1	312	1		2
Sanborn, Ia.	82	1	92	1		2
Savanna, Ill.	200	1	284	1		2
Sioux Falls, S. D.	95	2	179	2		4
Sparta, Wis.	31		59	9		1
Spencer, Ia.	61	3	89	2		5
Spokane, Wash.	84	3	99	14		17
Tacoma, Wash.	144	21	389	22		43
Terre Haute, Ind.	170	8	162	10		18
Three Forks, Mont.	70	2	65	1		3
Tomah, Wis.	246	5	265	16		21
Wausau, Wis.	81	7	90	6		13
West Clinton, Ind.	88	52	133	101		153
Yankton, S. D.	38	1	41	3		4
Membership prizes awarded by the General Governing Board.....						\$4,935

ETTA N. LINDSKOG,
Secretary General

Bossing Yourself

Some great writer has observed that successful men are likely to be optimistic, pleasant, and cheerful men who see the good in people, in conditions, and even in themselves!

A six-year-old boy said his dog was the best dog in the world. He could smile with his tail. "Watch" was no mongrel cur to him, but a friend and a delight.

There is little chance for argument about the advantage of happiness, at least of being happier than you were yesterday or last week. But most of us, though we see the advantage, do not take full opportunity of mastering the how of being good natured and cheerful. Here are a few simple rules:

Minimize potential ills—they may never materialize. Find things to praise in people and voice them, forgetting the adverse criticism. Treasure the good things that are yours; recount them and

publicize them. Accumulate a fund of happy and humorous anecdotes and sayings, and quote them frequently. Enjoy today to the full, expecting the future to be even sunnier. Act the part of a contented, good natured, gay, and gleeful person. Smile often. Rejoice and be exceedingly glad that you are you, and that so many things are hopeful and exhilarating.

Boss yourself. In a few weeks you can almost make yourself over into a sparkling, inspiring, pleasing person. As you do, the breaks gradually come your way. You become a success not only in personality, but also in accomplishment. People go out of their way to help rather than to oppose you. Minor irritations cease to annoy or frustrate you. Your zest in work and living increases. You contribute more, and are rewarded accordingly. Cheerfulness is indeed a foundation stone of success.

—Torkel Westly in *Personal Efficiency*

about people of the railroad

Terre Haute Division

WEST CLINTON AREA

Earl H. Lehman, Correspondent
c/o Yardmaster, West Clinton

Mrs. James C. Davis, wife of retired car foreman, died at the Clinton hospital Aug. 5. She had been ill for several years. Funeral services were held at the St. Bernice Nazarene Church Aug. 7 and interment was at Terre Haute. Sympathy is extended to Mr. Davis and children.

Car Inspector Ray Weyrauch relieved Inspector Keith Prickett at Cheneyville in August.

Carman Gregg Conrad and family visited their son Don in Chattanooga, Tenn., last month. He reports meeting C&EI Brakeman Claude Ferguson, a former Milwaukee man.

Miss Norma McBride, daughter of C. C. McBride, retired conductor, and F. H. Hess were married in the Sugar Grove M. E. Church on Aug. 12.

Assistant Car Foreman and Mrs. Carl Reuter and son Gene spent the latter part of August visiting in Chicago, Dubuque, Canada, and lastly at East Troy, Wis., where Gene is attending college.

Assistant Yardmaster D. E. Allen and family started their vacation Aug. 19. Dean said no fishing—just big league ball games for him.

Yardmaster C. B. Bodle and wife have returned from a fishing trip 20 miles north of Spooner, Wis. We understand Louise caught most of the fish.

Conductor J. L. Maloney, wife and son Johnny and W. Debolt and family visited the Smoky Mountains last month.

Conductor and Mrs. M. L. Hewitt were on a fishing trip in northern Wisconsin last month. Mark knows how to catch those big

ones, and proved it again this year.

Edward Acton, retired engineer, and Mrs. Acton spent the month of August in California. By the time this is printed they will be home and have their skating rink open.

We are glad to report that Store Department Laborer Bert Counce, who lost a finger in an accident, is recovering nicely.

Car Department Laborer Clarence McCauley, who recently had an unusual automobile accident, is reported to be getting along O.K.

At this writing Conductor and Mrs. M. F. Ernhart are on their annual pilgrimage to the west coast, then to Texas for a visit with H. C. Spaulding, retired conductor, and wife, then through Mississippi and home.

Sympathy is extended to Bill Clerk Walter Stockrahm of Latta in the recent death of his father.

Engineer and Mrs. Ren Stultz recently spent several weeks visiting on the west coast.

Conductor Carl Ditto had the misfortune to lose a finger Aug. 20 while repairing a power lawn mower.

TERRE HAUTE DISTRICT

T. I. Colwell, Correspondent
Superintendent's Office, Terre Haute

Our sympathy to Chief Clerk Fred G. Pearce in the sudden death of his brother, Harry, in St. Louis on Aug. 1. The deceased was also a brother to C. W. Pearce, retired storekeeper, Frank Pearce, retired operator, and Sumner Pearce, retired locomotive engineer.

Our sympathy also to Marie Stwalley, clerk in the bill and voucher bureau in Chicago, in the death of her father on July 31 at Clay City, Ind. Marie was formerly a clerk in the Rea Building at Terre Haute.

William O. Dowden, retired conductor, died at the home of his daughter in Logans-



NEW UNIFORM; OLD JOB. George Zablocki, on leave from the Milwaukee Division Second District, in Army khaki at Ft. Eustis, Va. A fireman in civilian life, George has also been assigned to engine service down there.

port, Ind., on Aug. 14. The body was brought to Terre Haute for burial.

Operator Pat Bailey, of the Rea Building, has a new grandson, Michael Bruce, born to his daughter in Fort Wayne on Aug. 16. Pat is making a ball player out of his first grandson and expects to make a golfer out of this one as soon as he can get him out on the links.

Clerk Christine Reichert and her husband left Aug. 13 for a drive through Wisconsin and upper Michigan.

E. L. Hollis of the traffic department has traded his Buick for an Oldsmobile. Eddie says he enjoys the hydromatic transmission.

Milwaukee Division

SECOND DISTRICT

M. B. Herman, Correspondent
Asst. Superintendent's Office, Green Bay

Agent Robert Tobin and wife Betty of Channing, Mich., are the parents of a little girl, Roberta Marie, born Aug. 17.

We have received word of the recent death of Charles Hansen, retired sectionman, of Pembine, Wis.

Switchman Ole Peterson has been promoted to the position of yardmaster in Green Bay yard, in place of Clarence Holt, who has resigned.

S. Einarson, traveling engineer, has returned from a nice vacation at Fortune Lake. F. Krug went "deep sea" fishing up around Ishpeming while on his vacation. His card told a big fish tale.

Leonard Stannard, bridge tender at Green Bay, passed away on Aug. 19.



LIKE FATHER, LIKE

SON. Herman Zweiger, retired section man of Green Lake, Wis., and his son Karl, Ripon, Wis., who represent the second and third generations of their family in Milwaukee Road service. Chris Zweiger, father of Herman, spent 50 years with the railroad, starting in 1874. Herman retired after 47½ years on the section and Karl has been with the Road since 1938. (Ripon Commonwealth photo.)

B. T. Hunt, night roundhouse foreman at Milwaukee, has been transferred to Channing as night roundhouse foreman.

The mother of John Dietzler, our sandwich man, passed away recently.

Wedding bells rang for F. J. Bender, operator, and Fireman Albert Fournier, on Sept. 1.

John Friess, who has been agent at New Holstein for many years, passed away recently after an operation.

Eddie Opitchka, conductor, has returned from an interesting vacation in Florida and the eastern states.

Leslie Basche, machinist helper, has been confined to the hospital for an operation, but we understand is doing nicely.

Engineers Alvin Lindberg and Theodore Hansen, Welder William Coppens and Machinist Roy Bersie retired recently after many years of faithful service.

THIRD DISTRICT

Don Dunning, Correspondent
Agent, Iron Ridge, Wis.

H. G. Brown, Correspondent
c/o Agent, Beaver Dam, Wis.

E. J. Kuntz, agent at Randolph, died recently of a heart ailment while at his job at the freight depot. He will be missed by his many friends. We offer our sympathy to his family.

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

J. E. Boeshaar, Correspondent
Superintendent's Office, Milwaukee

We understand that D. E. Reynolds, the progressive young agent from Round Lake, Ill., planned to be married Sept. 8 to a young lady at Portage, Wis.

July 31 was the retirement date of Conductor Al Jackson who has worked the morning train out of Chicago for a number of years.

On Aug. 13 an instruction car in air conditioning manipulation was spotted at the Milwaukee depot. Thirty two of our trainmen went through the car and received pointers from Mr. Harrington of the car department and Assistant Superintendent R. L. Hicks.

Brakeman O. C. Johnson was accidentally asphyxiated in his trailer at Rondout on Aug. 23.

Brakeman H. J. Godding is looking for a house in Milwaukee so he can work out of here. If anyone knows of a place, perhaps they could help him.

Conductor Harold Pfuehler is recovering from his recent illness.

I & S M Division

H. J. Swank, Division Editor
Superintendent's Office, Austin

We enjoyed a visit with Harley Langdon, former special officer at Austin, on Aug. 14, while he was home on 30-day leave after spending a year in Korea with the field artillery. He was wounded twice and spent several months in a hospital in Japan. He is to report to Ft. Sheridan for reassignment.

Among our August visitors was Carl Swan, train dispatcher at Wausau, who stopped in to say hello to his former co-workers at Austin; also Dick Hinckley, retired switchman of Austin, who now makes his home in Phoenix, Ariz. Dick looked the picture of health and

said the 107 to 114 temperatures had driven him north to Minnesota for a couple of months.

Vacationers from the office the past month included Chief Clerk Leo McGovern who golfed, fished and loafed in northern Wisconsin. Roadmaster Earl Long and family took a trip up the North Shore Road from Duluth to Ft. William and Pt. Arthur, Canada, and on the return trip cut across the state to visit the J. J. Nentl family at Aberdeen, S. D.

A letter received from Martin Carlson, retired carman, advises that he planned to sail from Sweden Sept. 19 and should arrive in Austin about Oct. 1, after an absence of two years spent with relatives in Sweden.

With the golf season on the wane, the talk

ber of the Winona Masonic bodies, he was president of the Winona Shrine Club and affiliated with Osman Temple, Mystic Order of the Shrine, St. Paul; the Winona Scottish Rite bodies; Coeur de Lion Commandery, Knights Templar; Winona Chapter No. 5, Royal Arch Masons; Winona lodge No. 18, A.F.&A.M., and Azarbaijan Grotto. Surviving are his wife; two daughters, Mrs. Ron Luce, Minneapolis, and Miss Betty A., a teacher in Santa Ana, Calif., who was on a tour of Europe at time of his death; and a sister, Mrs. G. Loeffler, Oakland, Calif.

Fred Kessler, 63, retired La Crosse switchman, died Aug. 22 following a long illness. He had 40 years service. Survivors are his wife, three sisters and one brother.

Asa Foster, retired night roundhouse fore-



HOLIDAY WITH FATHER. A family reunion in the Chicago Union Station on Aug. 14 when Don McNeill, famous m.c. of radio's Breakfast Club and the Don McNeill TV show, arrived on the Morning Hiawatha from Minneapolis with his teen-age sons, Don, Jr. (right) and Tom, to be met by Mrs. McNeill and young Bob. Dad and the big boys were returning from a fishing holiday in Canada.

here is drifting to pheasant and deer season, while some of the boys are still talking about a few days of pike fishing in September. That's the bad part of taking your vacation early in the summer—there are quite a number of places to go to and things to do in the fall, too.

LaCrosse & River Division

SECOND DISTRICT

H. F. Ogden, Correspondent
Superintendent's Office, La Crosse

John T. Brandt, 63, agent at Winona, died suddenly Aug. 6. Born in Winona, he had lived and worked there all his life, holding various clerical positions in the freight office before he was appointed assistant agent and finally agent. He was chairman of the River Division claim prevention committee. A mem-

ber of the Winona Masonic bodies, he was president of the Winona Shrine Club and affiliated with Osman Temple, Mystic Order of the Shrine, St. Paul; the Winona Scottish Rite bodies; Coeur de Lion Commandery, Knights Templar; Winona Chapter No. 5, Royal Arch Masons; Winona lodge No. 18, A.F.&A.M., and Azarbaijan Grotto. Surviving are his wife; two daughters, Mrs. Ron Luce, Minneapolis, and Miss Betty A., a teacher in Santa Ana, Calif., who was on a tour of Europe at time of his death; and a sister, Mrs. G. Loeffler, Oakland, Calif.

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Asa Foster, retired night roundhouse fore-

man, La Crosse, was confined to a hospital in August but is now recuperating at home.

Superintendent L. W. Palmquist, with his family, spent a vacation in a cottage at Star Lake the first two weeks of August. If you would like to know the most effective method of catching fish, ask him. He says he tried every method known to man and still the catch wasn't too great.

Traveling Engineer W. A. Hisman at this writing is on his vacation, visiting in Canada and back East.

L. L. Peterson, formerly clerk in master mechanic's office at La Crosse, is now clerk in the assistant superintendent's office at La Crosse.

To equip a caboose with built-in radio receiving and transmitting units, together with axle generator, batteries and other equipment, costs from \$1,200 to \$5,000, depending upon the type of equipment used.

THIRD DISTRICT

M. G. Conklin, Correspondent
Assistant Superintendent's Office, Wausau

Stephen A. Schultz, Jr., son of Engineer Steve Schultz, who was recently promoted to the rank of technical sergeant in the Army Air Force, is now located at Erding, Germany. Sergeant Schultz re-enlisted three years ago after serving four years during World War II. His brother, Sgt. James Schultz, is stationed in the same camp.

Mrs. R. R. Akey, wife of engineer, passed away Aug. 21 at Merrill after a six-month illness. Funeral services were held at St. Francis Xavier Catholic Church in Merrill and burial in the parish cemetery at that point.

Mr. and Mrs. Bert Leney are on an automobile trip at this writing which will take them to Escanaba, Buffalo and New York City. Their son George will join them at Buffalo and accompany them to New York City.

Agent W. W. Kopp is back at work after completing two weeks of field training at Camp McCoy with a parachute unit of which he is a member.

Neal Davis spent his vacation taking an auto trip to Mexico and return.

Phillip Hazelwood, son of Chief Clerk Earl Hazelwood, has enlisted in the Navy and is receiving boot training at Great Lakes.

Ed W. Urban, conductor on the Wausau-Minocqua way freight, retired July 18, having completed 45 years of railroading. He started with the Duluth and Mesabi Northern hauling iron ore and transferred to the Milwaukee in 1906 as a brakeman. He was promoted to conductor in 1919 and has served in that capacity ever since. Ed is a veteran of railroad and logging history in the Wisconsin valley and was interviewed by the local papers on the occasion of his retirement.

Seattle General Offices

Margaret Hickey, Correspondent
General Manager's Office

F. Bruce Kibble, assistant chief clerk in general manager's office, has taken a leave of absence to accept a position as service agent with the Interstate Commerce Commission. His headquarters will be in Seattle and his territory will be from Longview, Wash., to Vancouver, B. C.

E. D. Kennedy recently visited the general offices after his 11-month vacation in Australia and gave us a brief outline of his trip. His first duty was to buy a new Chevrolet, and from what he told about the prices of American automobiles in Australia he was happy to pay the home price.

Bill Sarakenoff, chief clerk in transportation office, and his wife Betty are, at this writing, vacationing at Ozette Lake on the Olympic Peninsula where Bill intends to do considerable fishing. He has made the threat that he will catch a fish if he has to resort to his bare hands.

Mrs. Charlotte James, our versatile relief clerk-steno, relieved Mildred Romberg in the industrial department while the latter was on vacation.

Lorraine Hardman, file clerk in the division engineer's office who has been ill for several months, is now up and about but will have to take it easy for some time. Her position is being filled by Sylvia Ferrow,



SEAFAIR PREMIER. In the gold-braided trappings of prime minister of the second annual Seattle Seafair, L. H. Dugan, vice president and western counsel (right), assumes command of the ship of state on opening day, Aug. 2; W. O. McKay, Seattle business man, is in the role of King Neptune. The 11-day community celebration was a lavish spectacle of parades, beauty queens and sports events that attracted visitors from the entire Pacific Northwest.

formerly clerk-steno in office of superintendent of telegraph and signals.

Word has been received of the death of Martha S. Olin, Aug. 6 at Los Angeles, at the age of 67. Miss Olin retired from the auditor's office as accountant in November, 1941. She was first employed under Mr. Wellin in the Milwaukee Land Company at Spokane.

R. H. Smith, who retired as office engineer in 1950, has sold his home in Seattle and is now living at Los Gatos, Calif.

Lillian Moody, voucher clerk in auditor's office, spent her August vacation touring Glacier Park, Waterton Lakes, Banff and Lake Louise, Canada. She was accompanied by Mrs. Alma Kester of Bozeman, a former Milwaukee employe.

Gene Britzius, son of A. G. Britzius, assistant to general manager, was married to Frances Cooper of Sacramento at Hamilton Field Air Force Base, near San Francisco, June 2. Gene, a sergeant in the Air Force, has been stationed at Hamilton Field for the past two years. His wife is the daughter of a Southern Pacific employe.

Recent changes in the traffic department include the following:

Maurice McCarrell, chief clerk to General Agent J. E. Marshall, transferred to Orlando, Fla.; Calvin Shults, city freight agent, now chief clerk to succeed Mr. McCarrell; Stanley Cloke, former chief clerk to DF&PA at Spokane, succeeds Mr. Shults as city freight agent.

R. L. Johnson, former division clerk in rate department, has transferred to Spokane as chief clerk to DF&PA. Guy Montgomery is filling the position vacated by Mr. Johnson. Roy Jackson, who has been out on account of illness, has returned to take over the position of chief clerk to assistant general agent vacated by Mr. Montgomery.

Agnes Mooney, chief telephone operator

in the general offices, recently received an interesting letter from Mrs. Abbie Patton, retired clerk of the telegraph office, from Guam where she is living with a daughter and son-in-law. Mrs. Patton, who has passed the 80-year mark, retired in 1940.

D & I Division

E. Stevens, Division Editor
Superintendent's Office, Savanna

Miss Mary E. Rogers, daughter of Assistant Roundhouse Foreman L. J. Rogers, Savanna, became the bride of Robert E. Falls in St. John's Catholic Church at Savanna Aug. 11. Following the wedding a reception was held in the VFW club house. The bride attended Notre Dame High School in Mitchell, S. D., and the University of South Dakota at Vermillion. The new home will be in Savanna.

Grace E. Smith, daughter of Conductor Phillip L. Smith of Savanna, was a member of the class of 96 nurses to receive diplomas at commencement exercises held at the University of Iowa, Iowa City, on Aug. 8.

Richard H. Georges, son of Herman Georges of the engineering department at Savanna, was awarded the degree of bachelor of science in dentistry by the University of Illinois, in Chicago. Richard has been working on the weed burner during his summer vacation.

Engineer James Mosher, Savanna, underwent surgery in Jane Lamb Hospital, Clinton, on Aug. 27.

On Aug. 22 Yard Clerk and Mrs. Frank Daley (the former Marita Morgan of the engineering department at La Crosse and Savanna) became the parents of a young son who has been named Karl. On Aug. 23 the Frank Shradejas (store department) of Savanna, also welcomed a son.

Brakeman and Mrs. Marion Cross and family, Savanna, had the novel experience of performing on television during a recent visit in New York City. As guests at the Radio Cor-



MIDDLE AISLE MERGER. The newly-married Mr. and Mrs. Fred Kaechele leaving St. Wenceslaus Church, Chicago, on Aug. 11. The bride is Ann Wendling, a dictaphone operator in the office of freight claim agent. Mrs. Helen Bunton of the same office was one of her attendants. The Kaecheles honeymooned in Colorado.

poration of American exhibition hall, they mounted a platform on which a television camera was trained, then watched themselves "perform" on a television screen which faced the platform. The RCA exhibition hall in Radio City is one of New York's main gathering places for out of town visitors.

T. F. Castle, father of Yardmaster Laird Castle, Savanna, passed away at the family home in Savanna on Aug. 3 after an illness of many months. Mr. Castle entered railroad service as a switch tender in 1917 and served in that capacity until his retirement in April, 1949. Surviving are his widow and two sons.

A farewell party was held in the Legion club house at Savanna the evening of Aug. 30 to honor Division Engineer Bardill. Guests were present from Savanna and vicinity, Milwaukee, Tri-Cities and the Second and Third districts of the D&I. A home-cooked turkey dinner with all the trimmings was served and a social time followed, with the presentation of a gift to the honored guest by Superintendent Kiesele. Mr. Bardill left for the Terre Haute Division Sept. 1. W. E. Fuhr comes to the D&I as division engineer.

Following a cloudburst in the vicinity of Harper's Ferry on Aug. 5, Section Foreman B. A. Valley of Harper's Ferry took the precaution of stopping a troop train until it was definitely established that track and bridges were safe for further movement. The train carried 13 sleepers. His foresight rated a commendation, in which Superintendent Kiesele said, in part: "It is the alertness and thoughtfulness of employes such as you that help to keep things moving smoothly on the railroad. We appreciate very much your fine handling of the emergency situation."

QUAD-CITIES AREA

Tom Lonergan, Correspondent
Yard Office, Nahant

The Milwaukee Road Women's Club, Davenport Chapter, held its annual picnic last month at Credit Island, Davenport. Mrs. Rose Hadaway served as chairman, assisted by Mmes. George Walroth, R. A. Tubbs and Art Kelsey. About 100 attended. Games and contests marked the day's activities and many prizes were distributed.

Switchman Carroll Richardson has returned to University Hospital, Iowa City, Ia., for more surgery. Still off on account of illness are Veteran Switchmen Roy White and Clell "Gabby" Moore. Rudy Hoffman, at this writing, is home after undergoing an operation at Mercy Hospital.

Vacationists among local Milwaukee Road employes included Mrs. Mildred Logan, rate clerk; Chester Wylie, roundhouse machinist, enjoyed a motor trip through the East; Jim Van Fossen, machinist helper, in the Black Hills; and Bert Hodges, also in the Black Hills. Among the office force at Moline, Vivian Rosenberg, bill clerk, reports a pleasant trip on the Mississippi.

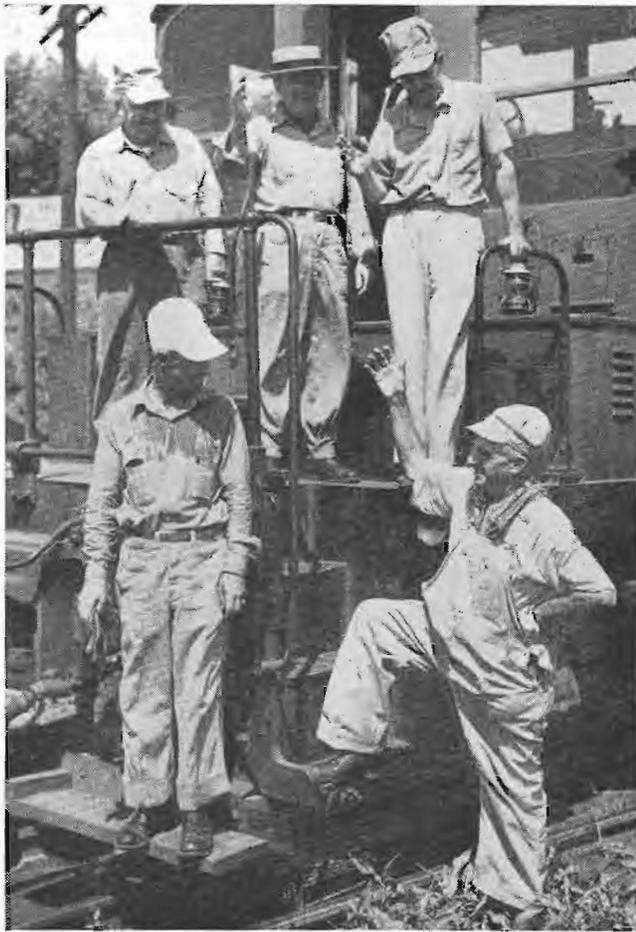
William Joseph McCaffery, retired boiler-maker of Ottumwa, died Aug. 10 at Davenport. He had been in ill health the past seven years. Mr. McCaffery had been employed by the Road for 25 years at Ottumwa roundhouse. He retired in 1944. Burial was in Davenport.

William C. Walker, Davenport, who retired in 1948 after 40 years of service as locomotive engineer for the Road, died Aug. 29 following a long illness.

September, 1951

END OF THE LINE.

With nearly 50 years of Milwaukee Road service behind him, Engineer E. A. (Ernie) Johnson (lower right) says goodbye to the members of his switching crew as he prepares to retire Sept. 1. They are, from left: Switch Foreman H. L. Harrington (on foot-board), W. B. Wayson, M. J. Flanagan and P. A. Maher. Engineer Johnson started with the Road in Chicago but has worked in Davenport, Ia., continuously for 31 years. His valued railroad experiences include a long time friendship with J. T. Gillick, retired operating vice president. (Davenport Democrat & Leader photo.)



Chicago General Offices

FREIGHT CLAIM DEPARTMENT

Palmer G. Lykken, Correspondent

David Noreen has returned to his home in Oregon and after a brief stay will take a position as student pastor in a church in Duluth.

Dale Nelsen left on a trip to Mexico after which he will return to school.

George Sunagel, located in Guam, would no doubt appreciate receiving letters. His address can be obtained from this correspondent upon request.

Pauline Urbanek and infant son Joe, 19 months young, recently dropped in for a visit. The girls stuffed little Joe with cookies and cake.

Mrs. Rudy Levey brought little Mark to the office recently to let everyone see what the "chip" looked like.

Warren Appel and Marjorie Haidys are new with the Milwaukee family.

Recent vacationists included Robert Hall, Ralph Burton, Jim Dietz, Reinhold Kopplin, John Schaden, Bud Bloethner, Joe Martin, Harold Miller, Martin Huber, Louis Pappas, Julius Frey, Noreen Callahan, Virginia Kuhrt, Beatrice Chalupka, Ann Wendling, Anna Nasheim, Bill Stewart, Carl Larson and Forest McClintock.

Virginia Glade has taken a leave of absence.

Myrtle Olsen, who left the employ of the Road in 1918, dropped in for a recent visit.

OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Harry M. Trickett, Correspondent

Margaret Hengels, who had been on leave since June, visited the office on Aug. 14. Due to ill health she has retired.

Louise Sherden, who is still confined at home by illness, would appreciate receiving cards from her co-workers.

Elsa Augustine has been confined since Aug. 27 on account of illness.

Margaret Saunders displayed an engagement ring on Aug. 20. Inquiry develops that her "friend" is also from County Mayo.

PASSENGER TRAFFIC DEPARTMENT

Contributed by Bob Gronbeck
Freight Rate Office, Union Station

Erwin L. Wiemann, of Advertising, and Carol Joan Lohrentz were married Aug. 25, the ceremony taking place at the Elmhurst Country Club. Charlie Rank and Don Piette, who were among those present at the wedding, reported the happy couple got off to a good start with a beautiful ceremony and a perfect day weather-wise. Carol and Erwin spent their first two weeks together driving to some of the scenic spots around Lake Michigan.

Robert Johnson and Dean Overholser have left the Road to return to school. Dave Dore, from the general agent passenger department, replaced Johnson in Passenger Rate. Dean Overholser's vacancy in Advertising was filled by Don L. Piette. Don transferred from the city ticket office.



WINDY CITY WEDDING. Joanne Komoll, stenographer in the office of the auditor of capital expenditures, Chicago, leaving St. Mary's of the Lake church on the arm of her husband, Ralph Ansel, after their marriage on Aug. 25. Many of Joanne's railroad friends attended the reception.

Anita Manghera, of Advertising, is on a leave due to a sudden illness. Doris Healy Martin is taking her place.

Mrs. Margret Seymour, formerly of the passenger department, has been hospitalized but we have been assured that she is doing well.

Your correspondent, Fred J. Carney, at this writing is on a vacation. Fred has been looking forward to this trip out West and roughing it dude ranch style.

GENERAL ADJUSTER'S OFFICE

Annie M. (Chessie) Finnegan, veteran steno-clerk, passed away Aug. 18 at St. Anne's Hospital, Chicago, following a long illness. Miss Finnegan was born in Southfork, Pa., Nov. 12, 1885, and entered Milwaukee Road service Oct. 1, 1908, as a clerk. Her entire service was in the general adjuster's department. For many years she was an active member of The Milwaukee Road Women's Club. She is survived by two sisters, Mrs. Mae Tierney of Los Angeles and Miss Margaret Finnegan of Oak Park, Ill., and a brother, John, in Chicago.

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

Jack and Grace Brandenberger are the proud parents of a son born Aug. 27.

Household duties are taking all of Jean Hurley's time, now that friend husband is home from Korea.

Among the wealthy people sporting new cars you'll find Ev Gunnell with her Hudson and Marge Anderson with her Chevy.

The typing bureau went all out to make Ethel Brodbeck's 30-year service date memorable. While on the subject of celebrations, Uncle Bob Chessman celebrated his 74th birthday.

One engagement—Betty Jenk to Ralph Thielman of Korea. Two weddings—on Aug. 18, Rosemary Terricina and Rob Fink, and on Aug. 11, Dolores Stergios and Robert Vepley.

Roy Tidje has requested a furlough due to ill health. Rose Rupert extended her furlough.

Vacation time is drawing to a close and we are all hurrying to take one. Marian Reiter went back to the farm. Art Bartosch did likewise, at Hanna City, "pop. 661." Irene Barry toured Wisconsin, Bessie White did the Smokies, Cele Koob toured the eastern states, while Elsa Strausmann fished around Minneapolis. Leah Aaron took a repeat on California, as did John Hanson at Kirsarge, Mich. Hazel Dillon hid in the north woods and Ceil Einbecker relaxed in the Ozarks. Jack and Mrs. Stowell motored through the New England states and Henry Koretke took his family to see Louisville. Millie Newel and her son visited the Dells and George and Edna Wiegref gave New York a treat. Em and Joe Trezek helped Detroit celebrate 250 years and Georgianna Kuchvales spent a week in the north woods.

Lou Corsiglia and his wife vacationed in California recently, as did Mr. and Mrs. Aaron Melick.

AUDITOR OF EXPENDITURE'S OFFICE

Betty Melnikoff, Correspondent

Mickey Modglin, of Mr. Sowle's force, received an engagement ring from Richard Yurkovic July 27. Tony Natali, machine room, presented Paulette Ewald with a ring on Aug. 4.

Wedding bells rang for Betty Jane Robison of the payroll bureau and Lorraine Nicholson of shop timekeeping on Aug. 23.

Loretta Krauth, formerly of the typing bureau, became the mother of a boy Aug. 25.

The following girls have left the Road to await a visitation from the stork: Aileen Hutchinson of the material bureau, Birdene Warner and Virginia Jednachowski of track timekeeping, Eloise Pallo of shop timekeeping and Betty Grassel of Mr. Sowle's office.

Both Danny Boyle, paymaster's office, and Wally Vukovich, miscellaneous bureau, underwent operations recently. They are recovering nicely.

Elfreda Leathers, of the bill and voucher bureau, was presented with an overnight bag Aug. 1 in recognition of 30 years of service with the Road.

Dorothy Sodman of the bill and voucher bureau has extended her leave of absence.

We extend sympathy to Marie Swally of the bill and voucher bureau on the death of her father July 31; also to Charles Pfannerstill of the material bureau on the death of his wife Aug. 15.

Recent office visitors were Al Elwait, of the payroll bureau, who is now in uniform, and Doris Early, formerly with the "comp" bureau.

AUDITOR OF STATION ACCOUNTS AND OVERCHARGE CLAIMS

Lucille Forster, Correspondent

Sympathy is extended to Oscar Jensen, relief claim bureau, on the death of his mother July 28.

James M. Walsh received his "greetings" from Uncle Sam and left for Army duty Aug. 14.

Our soldier boys, PFCs Charles Gillis, Bill Pack and Bernard Rausch, visited us recently while home on furlough.

Delores Arno, former employe of the sta-

tion accounting bureau, has announced the arrival of a son, Mark Leslie, on July 22.

Adolph Frandsen, retired, now enjoying residence in St. Petersburg, Fla., was a visitor here recently. He reports that his new home is now completed.

We welcome Elizabeth Marazen and Marilyn Okerblom to the central station accounting bureau.

J. Harold Grove has taken a leave of absence due to ill health.

FREIGHT AUDITOR'S OFFICE

J. A. Strohmeier, Correspondent

George Christ, retired review bureau employe, is reported to have recovered from the illness that sent him to Alexian Brothers Hospital. He is now hibernating at his summer home near Merrimac, Wis.

Lindley Rose Heher arrived recently at St. Anthony's Hospital, Denver, Colo., the most recent grandchild of James Murrin, of the review bureau and Libertyville, Ill.

Ralph Gartho left us on Aug. 7 to serve in the armed forces. He requested that a "thank you" be sent by this means to the friends who contributed to a cash gift for him.

R. J. Schultz, with the Army, wrote to Tim Wood recently that he is now a sergeant and leading the rugged life overseas.

Mrs. Estelle Nawiesniak, waybill filing bureau, gave birth to a baby girl on Aug. 23 at St. Mary of Nazareth Hospital, Chicago.

Herman Hoffman, switching bureau, returned to his job on Aug. 16, after a month's furlough due to illness with bronchial asthma. He obtained relief among the big pine trees in northern Minnesota, where he caught some big fish.

La Verne Hall, government rate clerk, along with Mrs. Hall spent a vacation in



A GUY AND HIS DOLL. Traveling from Seattle on the Olympian, Hiawatha, Funnyman Abe Burrows, songwriter, actor and producer of the current Broadway hit Guys and Dolls, arrives in Chicago with his wife Carin on Aug. 29. Burrows is known to radio and TV audiences for his work on "We Take Your Word" and "This Is Show Business."

and near Denver, Colo., enjoying sight-seeing at Mt. Evans, Colorado Springs and Mother Cabrini Shrine.

Herb Mueller, review bureau, had a prominent part in arranging the program for the Lake View Carnival and Musical held Aug. 25 and 26.

Mr. and Mrs. Ed Wayrowski (review bureau) had to shorten their recent vacation at Cape Cod, Mass., due to a sudden death in the family circle.

Fred Bartell, review bureau, with Mrs. Bartell spent a vacation on a farm near Lincoln, Neb.

Elaine LeBeau, accounting machine bureau, and husband Henry were blessed with a baby boy born on Aug. 19.

Machine room bureau vacationers: Ruth Stackley and her husband at Miami, Fla.; Hazel Hettinger with husband Willard of the Union Station force, a trip to Teton Park and Glacier National Park; Yvonne and Ed Bradtke, a trip around Lake Michigan, stopping to visit at Mackinac and Ludington, Mich.; Dorris Solle and husband caught some big fish at Detroit Lakes, Minn.; Sayde Domek on trip around Lake Michigan, stopped to see former employe and our friend Mabel Underwood Van Wiele at Vulcan, Mich.

Chicago Terminals

UNION STREET

Florence La Monica, Correspondent

Pat Regan, fork lift operator in House 2, suffered a stroke on his way home from work. He remained in a coma for several days and passed away on Aug. 16. Sincere sympathy is extended to the family.

Tom Nealon, caller in House 3, gathered his family together and made a flying trip to Ireland recently.

Fred Alesi, fork lift operator, recently enjoyed a trip to California.

How many saw Tim Lynch on Jim Moran's Courtesy program on Aug. 26? It seems that Tim and Mr. Moran are neighbors and Tim helped to celebrate the third anniversary of the program.

Calling all detectives—Ray O'Hara, mechanic, has found the fork lift which had so mysteriously been mislaid.

A secret is no longer a secret when a wedding band is so visible. Our congratulations to R. G. Larson, our agent at Union Street. If we had only known we would have baked a cake.

GALEWOOD

Norma Gunderson, Correspondent

Kathryn O'Brien is now Mrs. Fred Gosse, having been married Aug. 11. Kate left the office Aug. 3 and the girls gave her a 10-piece cooking utensil set as a wedding gift.

Athanasia and Frank Dominick are the parents of another girl, Rita, named after Frank's sister who is also employed at Galewood office; baby born Aug. 7.

Charlie Schultheiss of Galewood office recently received a letter from "Pop" Carr, retired yard clerk of Glenwood Springs, Colo., stating that he enjoys the Magazine, reading it from cover to cover. The Karrs take pride in their garden. The strawberry patch brought them over \$30 this season.

Harry Brown, rate clerk, returned to work Aug. 20, after his recent operation.

Madeline Kunberger returned to work Aug. 21, having been off for some time due to illness.

Mary Patricia Leahy is the new comptometer operator at Galewood.

Mae Graney, report clerk, made a very interesting scrap book of her recent trip through Yellowstone Park for a niece who was with Mae and John on their vacation. It includes train fare stubs, menus and mementos of all points of interest.

Sorry to report that Ethel Novak, night

KOREAN STREET

SCENE. Pvt. John Kuptz, Army recruit from the freight claim department, Chicago, gets a shoe shine in Seoul from a youthful boot black; price, one nickel candy bar. The shine means food to the hungry youngsters, since a candy bar sells on the black market for 33 cents. This picture appeared recently in the Chicago Herald-American when Betty Betz, war correspondent for the Hearst newspapers, sent news of John to the home town folks.



telephone operator, is back in the Norwegian American Hospital.

Night Crew Caller Barney Diny and wife vacationed recently in Wisconsin, Minnesota and Michigan.

Marty McGuire, yard clerk, recently returned from a vacation in Canada and the New England states. Irvin Parsons, foreman at Galewood freight house, and family drove to Michigan and Kentucky on their recent vacation.

Raymond Emerick, clerk at the freight house, and wife went to Minnesota in their Merry Oldsmobile for their vacation. Time-keeper Bob Blohm and wife spent their vacation in Michigan and Iowa.

Trucker Walter Borowicz has applied for his pension.

Pensioner Theodore Giles, former motorman on the platform, visited Galewood Aug. 28.

Sgt. Steve Faye and family are touring the United States on their vacation; west coast principally.

Mrs. Albert Mader, wife of check clerk and daughter of Assistant Agent B. G. Pobloske, is \$1,000 richer through an award made by the 2600 Welfare Club.

Railroads and other transportation agencies are now collecting from the public and turning over to the federal government approximately \$57,000,000 a month in transportation taxes on passenger tickets and freight charges. This is at the rate of around \$612,000,000 a year.

BENSENVILLE

Dorothy Lee Camp, Correspondent

Jim Murphy, C&M and Jay Line conductor, and wife celebrated their 25th wedding anniversary in July. The Murphys having been married in Milwaukee, daughter Christine went there for her marriage to Paul Strike on July 27. Brother Henry was home on leave for the wedding which was attended by over 200 guests. Henry is studying to be a missionary priest.

C&M brakeman Bob Walsh has been hospitalized for some time and at this writing

is still quite ill.

Illinois Division Conductor Ernie Ray, on vacation, was joined by his brother Robert, section foreman for the Road at Choteau, Mont., for a family reunion at Elgin, Ill. Ninety-three members attended, including Ernie's six sisters.

Thanks to Adrian Ells, chief clerk to the master mechanic, for some pleasant news from the Bensenville roundhouse. Steno-Clerk Charlene Nimietz showed up bright and early Aug. 3 to show the lovely engagement ring she received from Donald Dohse of Schiller Park.

Bette Benham, steno-clerk at Bensenville roundhouse office, and Owen Friana, Jr., of Ottumwa, Ia., who is Diesel clerk at Bensenville, middle-aided it July 20 at the Wooddale Community Church.

Switchman Bill Merriman called to report a neat and tiny grave for someone's feathered pet that he found on the southeast bank along the C&NW tracks at Bensenville. It has a cross at the head and sealed between two pieces of glass a piece of paper which reads, "May You Rest In Feathered Peace. Amen. 8-2-51." Bill is interested in knowing who the thoughtful person might be.

Marian Lee Godding arrived July 11 in a flurry of pink frills to greet brothers Michael and Herbert. Father Herb, C&M brakeman, passed out cigars.

Jerry Harding, son of Yardmaster John R. Harding, was recently injured in a motorbike accident and taken to St. Joseph Hospital.

Switchman Kenny Leque is building a new home in Roselle, Ill.

Ralph Poor, clerk, and his bride of two

months are shopping around for a home.

Night General Yardmaster Tom Walsh is sporting a beautiful dark green 1951 Mercury sedan.

Switchman Charlie Wilmer and his brother Bill, retired switchman, attended the funeral of brother Joseph in Beloit, Wis., in August.

Jim Long, former telegraph foreman, recently visited some of his old friends and is taking this means to say hello to all he missed. Jim was employed by the Road from 1924 to 1939.

Clerk Harry Zender, home on leave from the Air Force, worked at Bensenville for a few days. He would be very happy to hear from his friends. His address will be furnished on request.

Clerk Marshall Merriman and daughters Arlene and Sherian have returned from an exciting vacation trip to their grandfather's home in Florida. The elder Mr. Merriman is a retired member of the railroad family.

Night Chief Clerk Herb Duga, on vacation, acted as nurse to wife Gertrude, who has been ill for some time.

Our sympathy to General Car Superintendent William Doyle and sister Grace, of the treasurer's office, on the death of their mother who passed away in August at the age of 84.

I & D Division

Karen B. Rugee, Division Editor
Superintendent's Office, Mason City

More than 100 Milwaukee employees and families gathered for a potluck picnic at the shelter house in East Park in Mason City Saturday evening, Aug. 25, to honor H. L. McCaughey, retiring roadhouse foreman, and Mrs. McCaughey. Guests included their children, H. L. McCaughey who is



H. L. McCaughey

purchasing agent for the Morrell Packing Company at Ottumwa; M. M. McCaughey, agent for the Pennsylvania Mutual Insurance Company, also of Ottumwa, and Mrs. Richard Underhoffer, Bancroft, Ia., and their families. Mr. McCaughey has completed 48 years of service in the mechanical department of the Road. He served his machinist apprenticeship in the Dubuque back shops, starting in June, 1903, and has served as supervisor at Perry, Mobridge, Sioux City, Madison, Ottumwa and Council Bluffs. He has been at Mason City for the last 16 years. The McCaugheys will continue to make their home in Mason City. No doubt "Mac" will be a-sittin' and a-rockin' and a-swattin', as he is well equipped with the rocking chair and the fly swatter, as well as tobacco and a nice shiny spittoon presented to him by Superintendent P. J. Weiland prior to the presentation of a purse from his many well wishers.

Leo A. Montgomery, traveling time inspector, Spokane, and Robert Montgomery, B&B carpenter, Mason City, recently visited their father, Charles A. Montgomery, retired roadmaster, at Sheldon, Ia.

Chief Carpenter A. M. Glander and his wife vacationed recently in the Rocky Mountains in the vicinity of Denver. Most of the

time they were driving in snow and ice and almost became stranded in the mountains during a snow storm.

Mr. and Mrs. M. P. O'Loughlen and family were honored recently at a potluck picnic by about 50 Milwaukee employees. The O'Loughlen family has since left for Madison, S. D., where Matt has taken over the duties of chief dispatcher. The third trick dispatcher's job at Mason City has been assigned to Q. (Bing) Torpin.

Warren Bean has returned from military service and resumed work as relief train dispatcher at Mason City. He had been in the Army since September, 1950, and recently returned from overseas duty.

The four Walter brothers, Ed, Lou, and Harry of Mason City, and Barry of Superior, Wis., have returned from a trip to Collingwood, Canada, where they and their wives attended a family reunion in the vicinity of the old family homestead. The trip was made by auto and via boat over Lake Michigan to Port Huron. In Collingwood they visited the old school and church attended by their father over 90 years ago. The same desks are still in the old school that were there when their father attended it.

Fergus J. Bohon, 75, retired engineer, passed away at a Mason City hospital Aug. 2. Mr. Bohon began working with the Road in 1889 at Marquette and retired May 1, 1948.

Jerome E. Downs, seaman apprentice, and son of Engineer James J. Downs, Mason City, who is stationed at the naval air base at San Diego, Calif., has completed his special training course.

D. C. Boles, agent at Hartley, Ia., and Mrs. Boles have returned from a visit in California.

Chris Anderson, 78, retired section foreman of Clear Lake, Ia., passed away Aug. 3. He was the father of R. O. Anderson, section foreman at Lawler, and Ralph Anderson, B&B clerk at Mason City.

B. F. Finegan and wife of Farmersburg, Ia., spent their recent vacation visiting their son and daughter in Chicago and a daughter at Antioch, Ill.; also taking in a few White Sox ball games.

Mr. and Mrs. W. T. Cross, Mason City, have left for Long Beach, Calif., to make their home for several months. It is hoped that the California climate will help Mr. Cross who is suffering from asthma.

SECOND DISTRICT

Fay Ness, Correspondent
Asst. Superintendent's Office, Sioux City

Engineer L. C. Saarosy and wife have returned from an extensive eastern trip, visiting in New York, Clifton, N. J., and Brooklyn. Louie reports that they had a wonderful time, spending several days in Radio City and around Manhattan. They also visited an old friend, H. B. Parker, who is employed in the information bureau in the North Street Station of the B&M in Boston and who, according to Louie, is a big booster for the Milwaukee, securing a great deal of business for our Hiawathas. Speaking of boosters, we are sure no one deserves that title more than Louie, for he is always selling Milwaukee service.

Mrs. J. W. Hubbs, wife of Engineer Hubbs and mother of Conductor Arden and Traveling Engineer Everett L., is a patient in a Sioux City hospital at this writing.

Engineer K. C. Sabin is the daddy of an-



MARINE CORPS MARRIAGE. Sgt. Richard D. Hixson, son of Warehouse Foreman C. D. Hixson, Mason City, Ia., and Miss Elaine Christopoulos who were married at Trinity Lutheran Church in Mason City July 26. Sergeant Hixson is a veteran of three years in the Marine Corps and spent nine months in Korea, being wounded in action last September. After a trip through the East with his bride he will report at Camp York, Va.

other baby girl. The Sabins have moved into their new home in Sioux City.

Fireman R. L. Foster, Jr., has been home on furlough from the Navy.

Conductor Clarence S. Rifenbark has returned to work after three months spent in Blue River, Ore. We understand he has a very nice place out there.

Our belated congratulations to Operator L. K. Mutschelknaus, Parkston, on his new daughter born in June.

Lots of vacationists the past month, Conductor J. Deurmeier and wife on a western trip, Fireman C. F. Willett and family in Yellowstone Park and Engineer A. Nelson and wife in Canada and Yellowstone. William Lagan, assistant agent at Sioux City stock yards, and family, went fishing at Big Stone Lake in South Dakota. However, Bill says he "ain't talking about the fish."

M. M. Noonan, retired switchman, is visiting his sons in Sioux City and sister in Philip, S. D., at this writing. Mike is as chipper as ever. California surely agrees with him.

SANBORN-RAPID CITY

Albert J. Gall, Correspondent
Trainmaster's Office, Mitchell

D. E. Miller, engineer at Mitchell, is the father of a new baby girl born Aug. 14. This makes four daughters for the Mitchells.

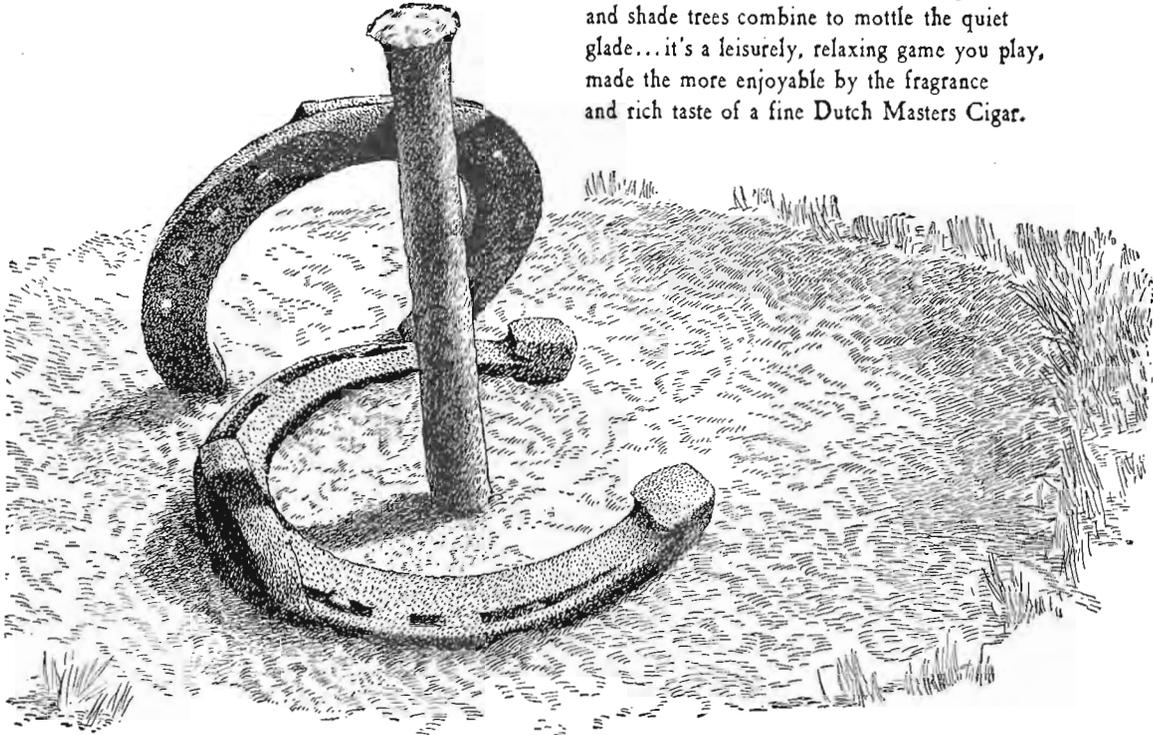
Frank Grace, conductor at Mitchell, has been having quite a siege in the hospital with pneumonia. However, he is showing marked improvement at this writing.

Fireman W. N. Jelden and family of Mitchell are making quite a tour of the west coast at this writing, going out the northern route and returning by way of the southern route.

Roadmaster Ringlbauer was called to Wisconsin recently by the serious illness of his father who is 83 years old.

Good Pitching

You hear the satisfying clink of a "ringer"... sun and shade trees combine to mottle the quiet glade... it's a leisurely, relaxing game you play, made the more enjoyable by the fragrance and rich taste of a fine Dutch Masters Cigar.



Dutch Masters Cigars



J. J. Rodgers, retired engineer at Rapid City, and wife are visiting with friends and relatives in California. The Martin Christensens of Rapid City are also in California for a vacation.

J. Koehneke, section foreman at Sheldon, and wife made a business trip to Chicago recently.

M. L. Marshall, Bridgewater, E. G. Kentch of Reliance and E. W. Tracy of Kennebec are all enjoying a little vacation from their duties as agents at this writing.

Twin City Terminals

MINNEAPOLIS PASSENGER STATION

J. J. Taylor, Division Editor
General Superintendent's Office

Elizabeth O'Brien, retired telephone operator at Minneapolis depot, and Frank Rogers, retired chief clerk to general superintendent, recently dropped in to say hello and view the changes in the depot waiting room and second floor offices. Both are looking fine and enjoying their retirement.

Another recent visitor was W. E. Swingle, former superintendent, who dropped in Aug. 27. Mr. Swingle advised that he has finally located a home in Terre Haute and was in

Minneapolis to assist in moving his family to that city.

Latest reports from Forest Lake, Minn., where he is vacationing with his family indicate that General Car Supervisor J. G. Messicci has decided to follow in the footsteps of Isaac Walton. This being the first time in his life that Joe has ever gone fishing, we are all expecting great results.

SOUTH MINNEAPOLIS CAR DEPT. AND COACH YARD

Oriole M. Smythe, Correspondent
District General Car Supervisor's Office

General Car Foreman W. J. Weatherall and family vacationed recently in northern Minnesota, Green Bay and Milwaukee and reported the fishing as being pretty good in Minnesota.

Stenographer Ella Siegler reported an enjoyable vacation at Duluth and Little Man Trap Lake near Itasca State Park. Fishing was good and blueberry picking just right.

Car Foreman A. J. Demmers and family spent only part of the week's vacation at Round Lake. Weather was rainy and cold and "A.J." tired of carrying in wood for the fire, so returned home and autoed to Aberdeen.

Congratulations to Mr. and Mrs. Ernest L.

Benson who had a new baby girl on Aug. 8.

Sympathy is extended to relatives of Andrew Savage, machinist helper, who passed away Aug. 3 following several months' illness. Mr. Savage retired account of disability in May, 1951. Sympathy also is extended to widow and children of Arthur Trongard, former carman at the shops, who passed away suddenly July 14 while on furlough.

Ned E. Larsen, former carman and machine operator, retired on July 5 account of disability. Steamfitter Harry A. Olsen retired on July 19 following many years of service with the Road.

Clerk John R. Hoffman and family vacationed recently in Wisconsin. Clerk Luther Cadow and wife planned to visit Seattle, Portland, Los Angeles, San Diego and Omaha on a vacation trip.

Welcome to store department clerks, recently employed; to Lief Trang, transferred from Sioux City, and to Mrs. Edna Bowers, a Minneapolis resident.

Store Department Clerk Joe Lagow and wife vacationed on Duluth's north shore and Lake Superior.

Locomotive Department Machinists H. G. Kitchen retired on Aug. 20 following 32 years' service and William Hallenberg on Aug. 30 after 35 years of service. Blacksmith Axel F. Hjelm retired Aug. 13 following 38

years of service.

Sympathy is extended to relatives of the following former locomotive department employees: Laborer Mike Bednar, died on Aug. 10; Blacksmith Carl E. Berg, on Aug. 11; Fireman W. I. Bloomquist, on Aug. 11; and Engineer Carl A. Brooks on Aug. 18.

MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent
Agent's Office

Young Bruce Donald Wickstrom made his appearance in this world on a Sunday, July 15, so according to the old ditty, he will be "blithe and bonny and good and gay". His dad is tracing clerk in the traffic department.

Shirley Matzoll was one of the Aqua Belles in our Aqua Follies, and made the trip to Seattle with the group for the Seafair. Shirley is the oldest daughter of Special Flour and Grain Agent Carl Matzoll.

Visitors in the commercial office lately included Miss Marion Simon, stenographer in our Cleveland office, and Mrs. G. E. Blair, wife of our traveling passenger agent at Cleveland. They were on their way to Yellowstone.

Lady Luck smiled on George E. Benz this summer when he held the lucky ticket on a freezer, an attendance prize at the Traffic Club fishing party.

Local Freight Office Janitor William Head celebrated his 34th wedding anniversary on Aug. 30.

Chief Clerk Douglas Sutton, wife and

family spent their vacation in New York.

Martha Osbloom planned to motor to Port Arthur, Canada, on her recent vacation.

Tommy Moffett spent his vacation in Winnipeg, Canada.

ST. PAUL FREIGHT HOUSE

Allen C. Rothmund, Correspondent
Sibley St. Freight House

Marion Cashill, PBX operator, explored the scenery around Denver and Colorado Springs recently but did not go to the top of Pikes Peak. "I did not wish to get that high up in the world," she said.

Mrs. Flandrick spends most of her noon hours knitting. Are those Christmas presents in the making?

Bill Burfiend, along with Mrs. Burfiend, visited the high spots of Chicago during his recent vacation.

The Rev. E. Hansen, son of Eduard Hansen of this office, visited his father recently while attending a conference in the Twin Cities. He is stationed at Moorhead, Minn.

I noticed that Elsie Monheim came back from lunch recently with a small can of gun oil. I suppose she read about the dates for the deer season and intended to oil up the old muskets. She is determined to make a kill, although no success the past 10 years.

Fred Overby is also lining up for the hunting season. However, he usually lands a deer—at least he claims so.

Both Julius Pothén and Walter Reichow lost their mothers the past month. They are stationed at the roundhouse.

Vince Miller and family took a little jaunt to Canada recently.

ST. PAUL TRAFFIC DEPARTMENT

Brooksie Burk, Correspondent
c/o General Agent

Our railroad lost one of its most loyal employees Aug. 6 when Jack Brandt, agent at Winona, passed away after a short illness. On the 8th the Winona Masonic Temple was more than filled with his many friends. Several of us from Minneapolis and St. Paul attended the funeral.

Surviving are Mrs. Brandt, two daughters, Betty, from Santa Ana, Calif., and Mrs. R. Luce, Minneapolis, one sister and a brother. Betty was on her way home from an educational tour of Europe at the time of her father's death.

Jack was president of the Winona Shrine Club, affiliated with the Osman Temple,



WISCONSIN'S BIG ONES. Harvey Uecker, of the mechanical engineering force at Milwaukee Shops, landed this 47-inch muskie during a recent vacation at Little St. Germain Lake, Wis.; weight, 26 pounds 2 ounces. The big fellow was snared with a shannon spinner.

Mystic Order of the Shrine, St. Paul; the Winona Scottish Rite; Coeur de Lion Commandery, Knights Templar; Winona Chapter 5, Royal Arch Masons; Winona Lodge 18, A.F.&A.M., and Azarbaizan Grotto.

He was sincerely liked by everyone who knew him, and he made many friends for our railroad by his pleasant and helpful attitude. If there was anything he could do for a shipper, a fellow employe or a friend, he did it with a smile. He will be missed.

On the return trip from Winona, I met our former superintendent at Green Bay, Mr. Buechler, who appears to be enjoying his retirement very thoroughly. He sends greetings to all of his friends on the Milwaukee.

Another kind of farewell took place in August. On the 16th Bert Hoen dropped the title of "CFA" and added the title of "Prop.". Bert is now the owner of the Hazel Park Gamble Store in St. Paul, where he has most anything for sale from tires to dishes to deep freezers. We're sorry that Bert is no longer a member of our office, but we're all glad that he has his store. It's very attractive

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too, and we sincerely wish the Hoens the best of luck. Mrs. Hoen will assist her husband in the store.

Bert's leaving means the return to this office of Bill Murley, as our new city freight agent. Bill was the clerk in this office prior to his appointment as chief clerk in our Duluth office a little over four years ago.

Milwaukee Shops

OFFICE OF MECHANICAL ENGINEER
AND SUPT. OF CAR DEPARTMENT

Harold Montgomery, Correspondent

It's "Grampa" Monty from now on, folks. Little Stacy Ann was born Aug. 9 to Monty's oldest daughter Marilyn at Mt. Sinai Hospital. The proud father is George Drake who is an electrician apprentice out of "Moco" Wellnitz' department.

Congratulations are in order for A. G. Hoppe, engineer of research at Milwaukee, Clarence E. Brophy, Harold T. Odegaard and Robert W. Engelke who passed the examination for professional engineer and are now registered and have their seals.

Word has been received from Barney Fijot, retired locomotive mechanic, that he caught a record-breaking trout—48 inches long and weight 26 pounds! It's the talk of the Northland.

Joe Borowski is back to work again and we all hope he is finished with illness.

We recently said goodbye to Al Comdohr who is returning to Muirdale Sanatorium for further treatment.

Don Dysland who has been confined to the Wood, Wis., hospital for two years, stopped in recently to say hello. He looked very fit and said that he expects to be seeing us soon. Don worked out of the freight shop office before his illness.

Carl E. Wood took his vacation to visit his daughter Rosemary in Colorado. The special occasion was to witness her graduation from Colorado University at Denver.

This will be the first year in many that the Milwaukee Road bowling league has not operated. Efforts will be made during the coming season to line up teams and alleys. Sorry, but that is the outlook for the 1951-52 season.

Stan Dee has completed his time in the drafting room and is again back in the freight shop doing welding and other jobs. His apprenticeship as car man will soon be up.

Henry and Mrs. Kindert seem to make a habit out of gunning their Nash to Lake Nokomis near Minocqua. Their usual stop is the nearby resort of George Greeman, formerly

of the freight car shop. The biggest catch so far is a three and a half-pound bass.

Jack Armstrong's high powered Marino 900 team will be known as the Bay View Lino-leum Co. and will be seen in action on Tuesday nights at 7 P.M. at Hank Marino's, 6th and Wisconsin. The team was known last year as the American Linen and finished in second place in a 16-team league.

John Deglman of the freight shop and Mrs. Deglman have finally taken that trip to the west coast.

Ed Carpenter has finished his time on the drafting board as apprentice and is again back in the back shop.

"Big Train Wreck at Miniature (Kiddie) Railroad at Fair Park!" Among the injured were the Willard Stark family. Railroad authorities called in to survey wreck blamed it on overloading and unbalancing. Other Kiddie Land operators now have a sign handy—"Out of Order"—when the train-riding Starks approach.

CAR DEPARTMENT—OFFICE AND SHOP SUPERINTENDENT

Vincent O. Freihoefer, Correspondent

Trucksmith Clarence Schultz was married to Dorothy Weinkuf on Aug. 11.

While fishing recently at Hayward, Wis., some of the fellows had the pleasure of visiting Frank Rosar, who is now chief of police at Hayward. Frank was formerly employed at the shops as a tractor driver. He is the brother of Jerry Rosar, chief clerk to the superintendent of car department.

After 33 years of loyal service at the shops, Albert Fuchs, carpenter, retired on Aug. 31.

The stork paid a visit to the home of Blacksmith Vance Mason on Aug. 11, leaving a baby girl; also to the home of Blacksmith Stanley Dolkiewicz, where a baby girl was born Aug. 28.

Robert Gazinski, tinsmith apprentice, received his greetings from Uncle Sam in August and is now in military service. Donald Mueller, former upholsterer apprentice and son of Upholsterer Ed Mueller, is in military service and is now on his way to Korea.

Fred Kratzat, clerk to general foreman in the freight shop, and wife have returned from a vacation in which they visited San Juan, Puerto Rico, Trujillo City, Dominican Republic, and Haiti. Fred says the trip was of great scenic beauty as well as being very educational, and as one of his hobbies is taking colored movies, he found that part of the world a paradise.

Sympathy is extended to the family of John

C. Beck, inspector at the shops, whose father passed away on Aug. 27 at the age of 90; also to the families of George Malon, laborer, who died on Aug. 20 and Thomas Kribitsch, retired carman, who died on Aug. 3.

STORE DEPARTMENT

Earl L. Solverson, Correspondent

Chauffeur Harold Stremmlau acquired a third son on June 3 at Milwaukee Hospital.

Ray Spears, freight car store, was married July 28 to Elaine Daniel. Ray is now working at the iron house store.

Gilbert Leist, also of the freight car store, was married Aug. 4 to Beverly Phillips at Frieden's Evangelical Lutheran Church.

General Foreman Ed Hauser lost his mother, age 72, on July 10 and his father on Aug. 11; age 76.

A post card from Pvt. Antonio Cefalu at Camp Atterbury, Ind., indicated he made a Sunday visit to the Great Onyx Cave in Kentucky. Tony worked in the freight car store and later in the Diesel shop.

Post cards from Nick Urmanski, retired chauffeur, indicated that he and his wife visited Tijuana, Mexico, and San Mateo, Calif. They listed his address as 837 North Viceroy Avenue, Covina, Calif.

August Steinbrenner, of the freight car store, has a second daughter, Donna Ruth, born Aug. 18 at Mt. Sinai Hospital.

Miss Ethel Mueller, comptometer operator

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TERRE HAUTE, INDIANA

in the general storekeeper's office, was married on Aug. 4 to Arnold Aebi at Mt. Lebanon Church. Reception was held at the Ron-de-Voo Green Room and the honeymoon was at the Wisconsin Dells.

Wedding bells for Miss Nancy Greenweller and Robert Baermann were sounded Aug. 25 at the Wauwatosa Presbyterian Church. The groom was home on a furlough from army duty in the state of Washington. A reception was held at the bride's home after which the couple traveled to Eagle River for their honeymoon. Miss Greenweller is stenographer to E. F. Grisius, district storekeeper.

Paul G. Leack and Miss Ruth Fay Ewens were married Aug. 25 at St. Anne's Church. The Rev. Lawrence J. Leack, brother of the groom, performed the ceremony and another brother, Robert, participated as an altar boy at the nuptial mass. Reception was held at the Ambassador Hotel. The couple toured the west on their honeymoon. Paul, the son of Gilbert O. Leack, chief clerk to the district storekeeper at Milwaukee shops, is temporarily employed during the summer in the freight car store, after which he will resume studies for his senior year at Marquette University.

All Legionnaires, auxiliary members and their friends are invited to attend the national American Legion convention in Miami Oct. 15-18, traveling on the Badger Special which leaves Milwaukee Oct. 9 and returns Oct. 21. A stop will be made at Washington, D. C., with bus tours en route. Secure literature from department adjutant, Robert Wilke, 794 North Jefferson Street, Milwaukee 2, Wis.

What's in a name? Once called "Locofocos", "Pocket Luminaries", "Congreves", "Light Boxes" and "Lucifers", people decided it was much easier just to ask for matches.

LOCOMOTIVE DEPARTMENT

Leone Schneider, Correspondent

Foundry Molder Raymond Majewski is very proud of his new sister-in-law. During the war his brother Edmund met a lovely English girl and persuaded her to become his wife. They recently returned home bringing with them their little daughter Julia Ann. The Majewski home is the scene of many little parties, everyone wanting to meet and get acquainted with the newest additions.

A welcome back to Electrician Frank Hafner following his illness.

Electrician Apprentice George Drake is doing nicely after becoming a father. Looks like the electrical department is taking over this column—Electrician Mac Waldera was presented with a new son. I understand they have decided to name him Frank.

Foundry Foreman Herman Mau tells us that his son Willard is coming along just fine and is due to return home from the hospital very soon.

Foundry Laborer Joseph Seidl reports that he is now a grandfather.

The foundry was happy to have some of the retired employes stop by and visit. They included Joseph Maciejewski, George Serfass, John Edwards, John Kavemeier and William Porsow.

Foundry Molder Henry Wrasse recently completely 50 years of service.

Anciel (Al) Fontaine retired on Aug. 31 at 60 years of age. Al has been a machinist for the past 32 years at the shops. He started working on his 14th birthday in the C&NW roundhouse at Green Bay. He has held various jobs in both contract and railroad shops and resigned from engine service in 1944. He is looking forward to a trip to the Pacific Northwest. He conveys his thanks for past favors from his associates.

Foundry Clerk Rita Bednar recently returned from a trip to Niagara Falls. She keeps us all guessing about her boy friends, but she did not get married and honeymoon at the Falls as many of us suspected. She reports that the Falls are wonderful, and I can vouch for that, as I was fortunate enough to see them too this summer.

Your correspondent would greatly appreciate receiving news. If you have any, please send it to me.

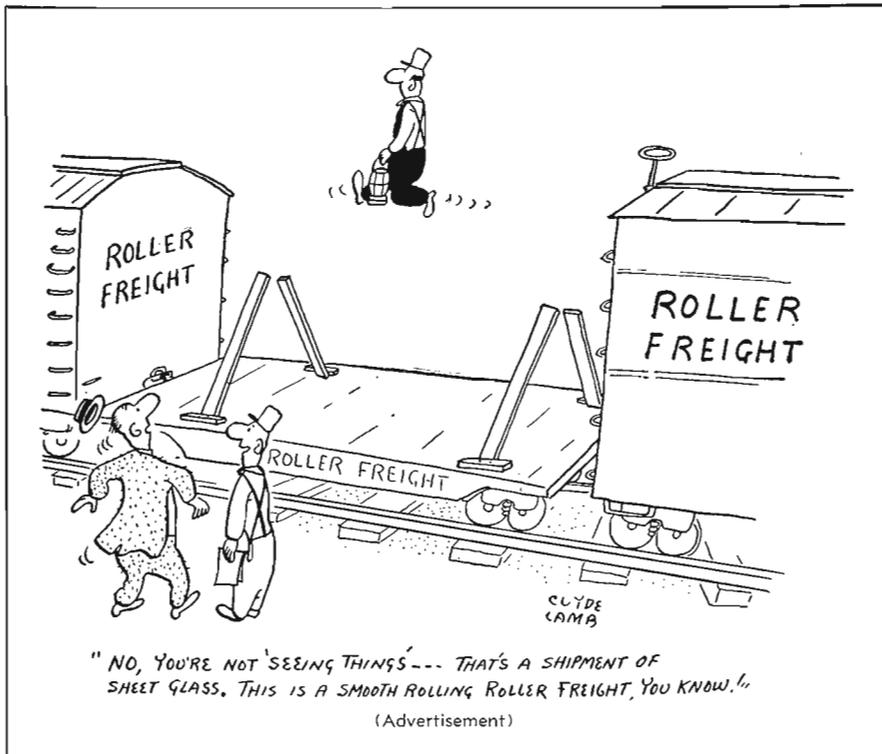
Iowa Division

COUNCIL BLUFFS TERMINAL

Floyd Parrack, Correspondent
East Yard Office

Fishing and sightseeing took up just about all the time Carman Russ Anderson and Henry Jensen could squeeze into their vacations. Russ and his family took off for the fishing country, and we understand his luck was wonderful, while Henry and his family took in the sights of Chicago. I know it's impossible to see everything in Chi. if you had months to spend, but Henry assured me he saw as many things as he possibly could—beautiful Michigan Avenue, the North Shore, in fact all of the highlights of the beautiful city.

Switchman Roy Wichel, Jr., spent his vacation by getting his new car all polished up and taking off for the West. I think Roy enjoyed himself a lot from the looks of the tan he brought back with him. Roy tells me that his father, former switchman, spent some





IOWA DIVISION SEND-OFF. Scene in the American Legion Hall, Perry, Ia., on the evening of Aug. 14 when 50 Iowa Division employes and friends gave a rousing send-off to Assistant Superintendent W. T. Stewart, Signal Supervisor V. T. Rathje and Trainmaster L. V. Anderson, Marion, who had been transferred to other positions. From left: Agent John McGuire, Perry, master of ceremonies; J. D. Shea, successor to Mr. Stewart as assistant superintendent of the Iowa Division; Mr. Stewart; J. T. Phleger, traveling engineer; Mr. Rathje; and Chief Dispatcher C. D. Emerson, Perry. Mr. Anderson, who had been appointed special assistant to vice president with headquarters in Chicago, was unable to attend. Effective July 16, Mr. Stewart became assistant superintendent of the Chicago Terminal Division. Mr. Rathje was appointed office engineer with headquarters in Milwaukee.

time with him here. Roy, Sr., is now living in California, just taking life easy.

There has been a lot of changes in the operator's staff here at the east end. Operator Rungee now has the third trick permanently, Harvey now holds the traveling swing between Council Bluffs and Herndon, and Peters is back at Council Bluffs holding the swing, replacing Klein who now holds the swing job at Manilla.

Operator Hamilton is now living in his new home.

Francis Gue, who has been working as extra clerk at the east end while home from college, is enjoying himself in California before returning to his engineering classes.

General Yardmaster E. Hannun is away from his desk at the Mid-Way on his vacation at this writing. He is being replaced by "Red" Underwood who, I understand, enjoys fishing a great deal, so much in fact, that during the fishing season one may find him sitting on the bank of the Manawa Lake any time after three P.M. He never comes home without a catch.

Youth is something every girl should hold on to—but not when he is driving.

EAST END

Benjamin P. Dvorak, Correspondent
Milwaukee Passenger Station, Cedar Rapids

Traveling Engineer Fred Howe and wife are touring Colorado at this writing, stopping over at Colorado Springs and Denver.

Superintendent O. A. Beerman and wife are vacationing in Auburn, Calif., visiting their daughter, Mrs. H. L. Fox.

Mr. and Mrs. Hugh Jones have a new granddaughter, Cheryl, born July 29 to Mr. and Mrs. Ronald Teague, Tacoma, Wash. The mother is the former Thelma Jones.

On Aug. 10 a son, John Anthony, was born to Mr. and Mrs. L. V. Anderson.

Mr. and Mrs. C. E. Wingate of Ottumwa stopped over in Marion in July for a brief visit with the Fred Howes, en route to Omaha to visit their granddaughter, age 2 months.

Virgil Dvorak, wife and daughter Vicky Ann vacationed with Mrs. Dvorak's parents, Mr. and Mrs. O. W. Stober, in Moulton, Ia.

Agent A. L. Lockridge, Amana, was married on June 15 to Mary Rose Northrup of Sigourney, Ia.

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Minneapolis

Operator Ed Mullaley has received word that his son, Pfc. Michael E. Mullaley, with a tank battalion, has arrived in Mannheim, Germany.

Mr. and Mrs. Ralph Mills have returned from a vacation in Colorado.

On July 31 Section Foreman A. O. Natzel, Manilla, retired from service. He started on June 5, 1895 and was promoted to foreman on May 1, 1913. He is succeeded by W. J. Schroeder.

Kenneth Solker, night baggageman, on vacation in July, had to abandon plans to visit in Plainfield, N.J., to enter a Cedar Rapids hospital for surgery. He is now back on the job. During his absence his position was held by Harry Parker.

Mr. and Mrs. Willis Jordon spent a portion of the summer in Park Rapids, Minn.

F. E. Winston, retired conductor and wife of St. Petersburg, Fla., visited in Marion, Savanna and Milwaukee during the summer.

The R. M. Lowe family recently toured New York State, visiting Lake Placid, Niagara Falls and also Canadian points.

Roadmaster J. L. Vavra was a surgical patient in the Deaconess Hospital in Marshalltown in August. He was relieved by Roadmaster R. H. Becker.

Dorothy Slater, on vacation in August, visited in Davenport.

On Aug. 1 William Thomas Bright retired as agent at Elwood, Ia. He had been in service since May 23, 1903.

Mrs. William Reep, 75, wife of retired conductor and a resident of Marion for 60 years, died on Aug. 13 in a Cedar Rapids hospital, following a long illness. She is survived by her husband, a brother and a sister.

Martin Manton, P.F.I. of LaCrosse, visited his brother Tom in Cedar Rapids while on vacation in August.

The annual flower and garden show held by the Marion Nature and Garden Club on Aug. 22 in the Christian Church, exhibited many beautiful flowers and plants; also, attractive arrangements of vegetables. Milwaukee Road people winning blue ribbons were S. C. Thomas, Hugh Jones, Merwen Taylor,



HIGH JINKS. Iowa, where the corn grows tall, also does right well by sunflowers according to R. E. Sizer, retired I&D Division trainmaster now living at Mason City who offers as proof this specimen from his own back yard. Before it got away from him, the little giant measured 18 feet.

Mrs. John Smith, Mrs. J. C. Christensen, Mrs. Frank Newcomb and Mrs. A. W. Hodson. Much of the success of the exhibit was due to Mrs. S. C. Thomas, president of the club.

Mr. and Mrs. Carl Eby are the parents of a daughter.

Roger Daly and Billie Jepson, messenger and assistant cashier, respectively, in the Cedar Rapids freight house, recently spent two weeks in training with the Cedar Rapids National Guard.

H & D Division EAST END

Martha Moehring, Correspondent
Ass't. Superintendents Office, Montevideo

This correspondent is still gasping over the beauties of the Black Hills where she spent her vacation. One of the highlights was seeing the Passion Play which is given during July and August at Spearfish.

We had a "Chartered" train out of Minneapolis recently when Engineer Chester Charter was at the throttle, Lloyd Charter, brakeman, on head end and George Charter as flagman.

Conductor Walt Lewis, who has been at Northwestern Hospital since May has been released and is recuperating at his home in Minneapolis.

Engineer Steve Brophy and Engineer Maurice Fulton of the M.&St.L. were honored with a joint birthday party given by Elks Lodge No. 44 of Minneapolis on Aug. 20. Steve and Maurice started out together as firemen on the KC Division back in 1909.

A group of KCs called on Barney Rush, retired engineer, at his home in Montevideo on the occasion of his 93rd birthday. Barney is up and around every day and really enjoyed

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the party.

Archie Alger, retired brakeman, and Mrs. Alger have enjoyed a grand vacation around Spokane and Seattle territory.

Among the interested spectators on the Montevideo platform when No. 17 came in recently was Timothy James Wilcox, the 2-year-old grandson of Conductor Frank Wilcox. Timmy's dad, Frank II, is a missionary in Pakistan, India. They plan to return there soon after a year's furlough in the United States.

The folks around Ortonville have a lot of nice compliments to hand out to Conductor Dutch Hausauer. His yard is "a thing of beauty and a joy forever."

Conductor Ed Crooker is recovering nicely after an operation at St. Andrews Hospital in Minneapolis.

Fireman Phil McKeown, now in the Navy, spent a leave with the home folks and giving his car a workout. He is the youngest of five McKeown boys who have been in the Navy.

MIDDLE & WEST

R. F. Huger, Correspondent
Operator, Aberdeen

Have word that Pvt. Ronnie Cornell is in training at Camp Gordon, Ga., down among the bugs, weather, sloughs, etc. Anyone who wants to drop him a line can get his address from this correspondent.

Our congratulations to Mr. and Mrs. Russell Chambers on the recent appointment of their son, Gary Purdy, as the first winner of a J. T. Gillick scholarship. Russ is a pumper at Aberdeen.

Clarence Hehn, ticket clerk at Aberdeen, recently visited his brother in Indiana.

Sympathy is extended to Ferd Wipf, car inspector at Aberdeen, in the recent death of his daughter Penny.

Herman Hansen relieved John Dangel, agent at Letcher, for the latter's vacation.

The Milwaukee softball team is still in the lead for the local championship. The boys have worked hard and deserve our congratulations.

To all Legionnaires: You are invited to visit the new Legion building in Aberdeen the next time you are in town. This invitation is extended by the Aberdeen adjutant, Yours Truly. The building is now open for your patronage.

George Crampton, trainmaster's clerk at Aberdeen, and family are looking over the Black Hills at this writing.

Virgil Parker, agent at Holmquist, has been called back to the Navy, to report in October.

Agent F. M. Geiser, Strasburg, N. D., is on vacation at this writing, being relieved by K. W. Behl. Agent R. I. Bacon, Faulkton, is also on vacation, being relieved by G. Behl.

Milwaukee Terminals

MUSKEGO YARD

Grace M. Johnson, Correspondent
Office of General Superintendent

Trainmaster N. W. Soergel and Mrs. Soergel announce the arrival of a son, Scott Malcolm, on Aug. 4.

Art LeGath, former switchtender and part time operator who is now in military service, was in Milwaukee on furlough. Art is also a proud father. He is stationed at Fort Sill, Okla.

Myron Schuetz, who is now in the Air Corps, was home on furlough recently. The back pay checks have served the good purpose of seeing that the fellows get in the office to say hello.

Yardmaster John Chambers is back on the job looking pretty happy after his vacation and honeymoon. He and the former Helen Pinckley were married in a quiet ceremony on July 23.

Car Record Clerk Clarence Schwaab and his wife are, at this writing, enjoying their vacation in St. Paul and the Minnesota lakes area.

Switchman Frank Niessen made the Okauchee Lake headlines with his catch of a five and a half-pound black bass Aug. 4. Frank went out in the morning with a good old cane pole and some plain angle worms and stood on the pier and there was that fish waiting.

Caller Robert Lindeman left for Shawano, Wis., for his wedding date Aug. 22.

COACH YARD

Richard Flechsig, Jr.

We extend sympathy to the family of John Mosser who passed away recently after a long illness. Previous to his retirement a few years ago John was a carman and carpenter at the coach yard.

Max Bothwell was recently promoted from carman helper to carman on the third shift. Elso Smidt was promoted from car cleaner to carman helper on the second shift.

Carman Fred Bukkerti was taken to the hospital recently for an appendectomy. We wish him a speedy recovery.

The traveling bug has caught up with Phil Stetzenbach who will be off for a few weeks to make a tour of the west coast.

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CHESTNUT ST., NORTH MILWAUKEE & NORTH AVENUE

Dick Steuer, Correspondent
Chestnut Street Station

Vacationists the past month included Agent and Mrs. Wallace who visited in Sacramento, Calif., while viewing the wonders of the West. Car Clerk Frank Vail visited Bill Radke, agent at St. Paul, for a few days; also motored to Freeport, Ill., and Holy Hill, near Richfield, Wis. Hugo Zarling, Max Woelfl and Harvey Corbett vacationed at home, catching up on the many odd jobs that needed attention. Clarence Gaulke and family entrained to Wisconsin Dells.

A bridal shower with a linen motif was given for Mary Ann Starcevic by Carol Keller at her home Aug. 21. Those present included Mary Pruit, Lois Habersat, Ollie Yerman, Phyllis Kowalski, Evelyn Scharest, Mary McCormick, Betty Metschl, Rose Liebhauser, Winnie Eis, Katherine Bullock and Marie Tomasik.

A recent visitor at Chestnut Street was Ed Ross, former agent. Mr. Ross, who retired Jan. 15, 1941, is 90 and still going strong!

Ann Kowalski was another vacationist we almost forgot to mention. She and her mother vacationed in the East, visiting Detroit, New York City and New Haven, Conn.

Johnny Kobasic, yard clerk at Walnut yard, is using this column to thank the unknown party who was responsible for the coal fire in his shanty the afternoon of July 26. The thermometer at the time registered 89 in the shade!

The team tracks at Walnut Street have been abandoned in favor of new tracks located north of the Holton Street viaduct on Commerce Street. The new tracks have room for 24 cars.

There were two assignments for the district last month; Caroline Stelzel as stenoclerk at North Milwaukee and Mary McCormick as general clerk at Chestnut Street, Mary returning to her former position because the clerical position she held at Fowler Street was abolished.

Were we directed from Washington when to sow and when to reap, we should soon want bread.

—Thomas Jefferson



WEDDING NOTE. A recent Milwaukee, Wis. wedding party. The bride was Beverly Geisinger, messenger at Fowler Street, who changed her name to Mrs. James Kemp. Mary Pruitt, OS&D clerk, was Beverly's attendant.

FOWLER STREET STATION
Pearl Freund, Correspondent

Check Clerks George Derfuss and William Wallemann visited fellow employes in House 7 recently. Both will be off for some time yet.

Delivery Clerk George Hauenstein retired from service July 1, after more than 40 years with the Road.

Wives of Foreman Mike Kurth and Check Clerk H. Hemple are both making slow but sure recovery from their serious illnesses.

Caller Frank Hoppe underwent an operation July 31 at Soldier's Hospital, Wood, Wis.

Word has been received that Anton Disch, former caller, passed away at Ashland, Wis. The older employes will recall Anton who worked here for better than 30 years.

Sympathy of House 7 employes is extended to Check Clerk Hans Hempe on the death of his mother, Aug. 20.

Paul Meyer, caller, is off at this writing due to illness.

John Lustig, former tow motor operator, is now serving in the armed forces and is stationed at San Antonio, Tex.

Max Berger, caller, spent part of his vacation in the northern part of the state gathering blueberries. He also made a short visit to Mackinac Island. Scott Best, check clerk, made a trip to his old home town of Freeport, Ill.

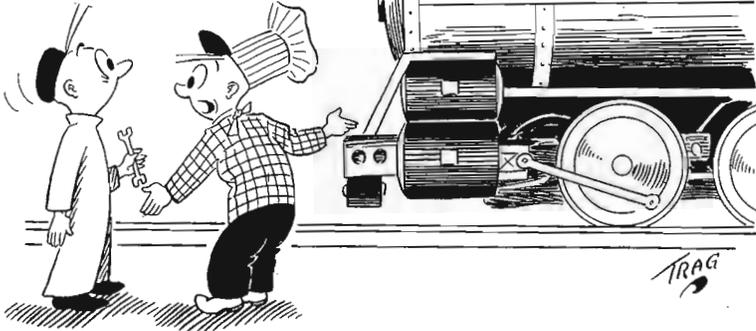
Mr. and Mrs. Ed Johnson are at this writing taking in the sights on the west coast. Mr. and Mrs. Harry Harmsen elected to spend their vacation at Duluth, Minn.

Mathias "Mike" Jurelich, former trucker at House 7 who has been retired a number of years, passed away in August. He worked 30 years with the Road.

Alex Hoerl, delivery clerk at House 11, was recently knocked down by a hit and run driver and taken to Milwaukee Hospital for treatment. He was reported to have severe head injuries and a broken leg.

Beverly (Geisinger) Kemp sends greetings from Greenacres, Wash., where she and Jim have located since their marriage. She states they were fortunate in securing a lovely all

ROUNDHOUSE
No 4



"Every time we start up a grade it goes 'bromo seltzer . . . bromo seltzer . . . bromo seltzer!'"

electric home to rent. Bev is employed at a local department store while Jim attends an Air Force school in the vicinity.

Edward Nowicki and family took an extensive motor trip to northern Wisconsin and upper Michigan, stopping off at Eagle River, Wis., and Trout Lake. A 6-pound walleye was the only catch for the party, Eddie, Jr. being the lucky fisherman.

Stanley Walczak, House 7, left the Road in August after 10 years of service. He will be associated with the Tews Lime and Cement Co.

Bill Cary, Jr., now stationed at Fort Sill, Okla., will soon locate in Yokohama. Harrison Gill, yard clerk, was to be inducted in the armed forces Aug. 31.

In spite of stiff competition among entries at the state fair horse show, Marge Haggberg's "Harbor Light" placed fourth in the three-gaited open class for a cash award and a ribbon.

Henry Hoeft, former night chief clerk at Fowler Street and now assistant agent at Racine, has been appointed agent at Chicago Heights, Ill.

Ed Franzen, retired foreman of House 11, is now a resident of St. Camillus Hospital, Blue Mound Road. He says he is feeling fine and would like to have some of his old co-workers drop in occasionally.

Mr. and Mrs. George Roessger celebrated

their 25th wedding anniversary in August. At this writing they are on a motor trip to Norfolk, Va., expecting to bring back their daughter Mrs. Richard Gibowski, since her husband was recently dispatched to the Mediterranean.

Joseph Hoyle, now enjoying his retirement, recently passed his 81st birthday. He is a frequent visitor at Fowler Street.

William Brey, night expense clerk, has been hospitalized following an auto accident. The extent of his injuries was a fractured jaw and broken collar bone.

New employes are Jerome Ross, who will perform duties of night messenger, and Ronna Volbrecht, messenger on the Broadway run. Ronna is a graduate of Rufus King High School.

The following young people have deserted us for the time being in favor of higher education: Sylvia Wolverton, to the University of Wisconsin as a freshman; Nancy Ketchpaw, now a senior, still undecided as to whether she will choose the University of Michigan or Wisconsin to graduate from—up to the present time she has attended State Teachers College; Richard Freund returned to Pius II High School and Ralph Richter to Rufus King. Young Ed Nowicki, Jr., who was the recipient of a partial scholarship to Stout Institute at Menominee, Wis., will depart for his school following Labor Day.

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Idaho Division

Mrs. Ruth White, Correspondent
Superintendent's Office, Spokane

The death of George H. Hill, retired superintendent, on Aug. 17, is mourned by his many friends on the division. The obituary appears elsewhere in this issue.

The Women's Club at Malden held its annual picnic at Williams Lake, Aug. 31. Thirty-one members and their families attended. A group of members also met on Aug. 17 to clean and put furniture in place after the Malden depot fire. A potluck dinner was served for the workers.

A son, Bruce Allen, was born recently to Fireman and Mrs. Jerry Kenoyer.

Brakeman and Mrs. Norman Cummings of Spokane are the parents of a daughter, Meredith Ann, born July 23 at Sacred Heart Hospital.

Brakeman Howard Barrill recently had the misfortune to receive a fractured arm in an auto accident.

Agent and Mrs. V. R. Mitchell, Malden, have returned from a trip to Alaska. They went by auto and returned by boat, shipping their car.

David Langdon has been relieving on various jobs at the Spokane freight house during the summer, as he has for the past seven years during his high school and college courses. This will probably be his last year here, as he is returning to medical school in St. Louis for a second term, after which he will enter a hospital for further training toward his doctor's career.

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NUPTIAL NEWS. Richard Shaw, son of Mrs. Margaret Shaw, a clerk in the Spokane freight office, with his bride, Miss Phyllis Michelle Keovich of Boston. St. Margaret's Church in Dorchester, Mass., was the scene of their wedding in mid-summer. The young couple are making their home in Southwest Harbor, Me., where Richard is stationed with the Coast Guard.

Rocky Mountain Division

EAST END

L. C. McKinnon, Correspondent
Locomotive Engineer, Three Forks

Conductor Arthur J. Carlson tied up for the last time July 25 when he retired after more than 40 years of continuous service on the Rocky Mountain Division. Mr. Carlson spent many years on freight. Later he took a passenger run and moved to Deer Lodge where he now lives. He has many friends on this division, along with friends from far and near whom he met while being a passenger conductor.

Engineer Charles Guiot and wife have returned from a trip back east where he purchased a new Plymouth car.

Section Foreman Dan Drogitis died recently of a heart attack while at work near Lombard. Mr. Drogitis had worked for the Road for over 20 years.

Engineer O'Donnel, who has had a steady passenger run on the east end of the division for a number of years, has taken a local freight run between Lewistown and Harlowton.

Fireman Otto Heim is confined to St. James Hospital in Butte with a back injury.

E. J. Tracy has moved from Butte to Three Forks where he is employed in train service. He recently finished building a very nice home.

Fireman McGaugh has leased Slim's Cafe and is serving some very nice meals.

Brakeman Dorsey is building a new home on Second Avenue.

Gordon Williams, of Greensborough, N.C., is visiting his father, Traveling Engineer Eric Williams of Deer Lodge.

William Brautigam, district master mechanic, spent his recent vacation visiting on the coast.

Fireman Del Pugh and family spent their vacation touring Alaska.



HONOR WOMEN'S CLUB LEADERS. Luncheon fete for the past presidents of Harlowton and Three Forks Chapters of The Milwaukee Road Women's Club, which was held recently in the club rooms at Harlowton, Mont. The gathering also included guests from Lewistown Chapter. Another of the Harlowton group's recent activities was serving refreshments for 100 at a local employes safety meeting.

Mr. and Mrs. William Merrill recently visited Mr. Merrill's brother in Illinois. From there they toured through Glacier Park and returned home by the way of Great Falls.

Mrs. Leonard Decco, your former correspondent, whom we all remember from the entertaining news which she so faithfully reported for many years on the Rocky Mountain Division, is vacationing in Michigan at this writing.

Engineer Chester Markel and wife, while on vacation in the East, bought a new Studebaker.

Mr. and Mrs. Frank Jenkins and family have moved to California. Mr. Jenkins had been in train service on the Rocky Mountain Division for the past four years.

Engineer Walter Schechter is confined to the St. James Hospital in Butte with pneumonia at this writing.

NORTHERN MONTANA

Pat Yates, Correspondent
Car Foreman, Lewistown

Lewistown Chapter of the Women's Club held its annual picnic at the city park Aug. 19. Bingo was the main entertainment after the potluck dinner. About 40 people attended, including several from out of town.

Born, to Fireman Joe Kennett and Mrs. Kennett July 25, a baby girl named Lynn Adele.

New among the yard clerks are Dale Middleton of Harlowton and Frank Able. Frank had been going to school in California. Dale bumped in here.

Engineer H. T. O'Donnell, who has been working on passenger on the main line, is back again running Diesel freight between Lewistown and Harlowton.

Engineer Joe Mondlock, who has been running passenger between Lewistown and Harlowton, has bid in a job at Great Falls and moved his family there.

Mrs. G. A. Loper, wife of carman helper, is home after spending some time in the Great Falls hospital for a leg operation.

Roadmaster Ole Haanes had an enjoyable

vacation in New York City recently visiting with his two sisters and his brother. One of the sisters, Mrs. Arne Olson from Kristiansand, Norway, he hadn't seen for 42 years. Her husband is captain of a ship which freights between Norway, the United States and South America and Mrs. Olson had accompanied him, stopping over at New York. The brother and other sister Ole visited were Rolf Haanes and Mrs. Herman Anderson whom he had not seen for 21 years.

Yard Foreman Noel Kennett and Mrs. Kennett are taking an extensive trip at this writing. They plan to visit their daughter in Texas, from there to California, and then to Washington State where Noel claims he is going to catch some big fish. He had better bring them home for proof.

Henry Bertram, retired freight house foreman now living in Milwaukee, was here recently visiting old friends.

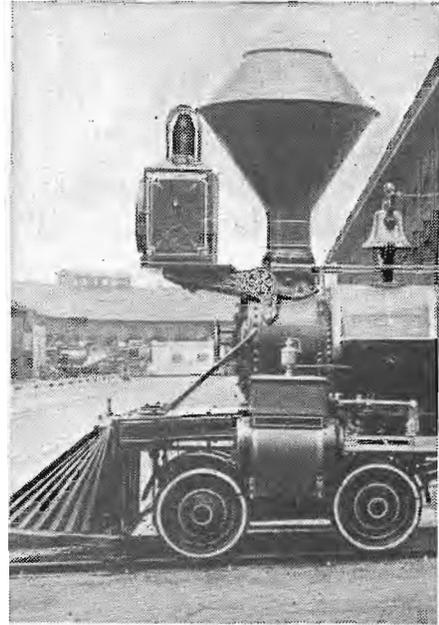
Engineer Fred Sickmiller of Harlowton is in the Lewistown hospital at this writing, receiving treatment for burns.

We are sorry to report the sudden death of Arthur C. Larson, B&B man. He had worked on the Jim Barta gang since 1949. He was born in Nanomnie, Wis., and was taken there for burial.

Changes among the section men on this line have J. H. Handford of Arrow Creek working at Square Butte, L. H. Merrill of Square Butte working at Arrow Creek, and E. M. Jackson of Winifred at Square Butte.

Operator Dolly Boggess has taken an open job at Straw. Jack G. Bjork, who has been relieving there, relieved Bill Baumgartner at Hanover during the latter's vacation. Operator Donald Samuel, formerly of Piedmont, is working third trick at Ringling.

If you look for Dr. Paul J. Gans, our district surgeon, on a Sunday, I suggest going to the old town of Maiden where the doctor has a cabin. From all appearances, he and his family have a lot of fun there on Sundays. I might mention, for those who are not acquainted here, that Maiden is an old gold mining town about 14 miles from Lewistown where back in the early part of the century a few million dollars were

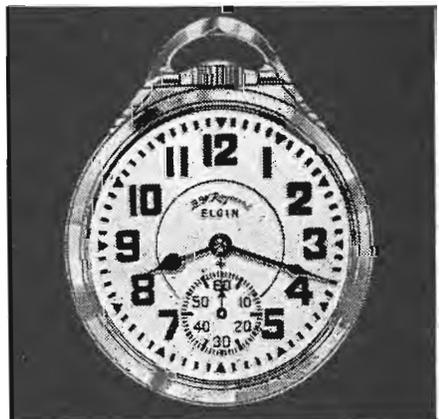


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taken out. Most of the old houses are occupied now as summer homes. I was in Maiden for the first time on a recent picnic. It sits in the heart of the Judith Mountains, one of the most beautiful spots in Montana. The old timers must have enjoyed living there. I have heard that there is still plenty of gold to be had for the digging.

Coast Division

Harry W. Anderson, Division Editor
Superintendent's Office, Tacoma

Lee Boyd, time revisor, has decided to sever his connection with the railroad after 42 years of service at points on Lines West. We are all going to miss Lee, especially his line of malarky. At any rate, he is taking a well earned rest and will no doubt be traveling around the country to catch up on what he planned on doing many times. We wish him lots of luck and good health.

Your division editor has returned from a vacation spent in upper Michigan and Wisconsin. On my return trip I had the pleasure of meeting Marg Marriott on the train—she is secretary to C. E. Morgan, supervisor of work equipment and welding—who was traveling to Seattle for a vacation; also B&B Foreman Carroll and wife who were returning from a vacation in the East. Mr. Carroll has the B&B crew at Bellingham.

At this writing Lester Ellis, chief clerk to Superintendent J. T. Hansen, is on a vacation which he expected to spend in San Francisco and vicinity.

Had a bad fire recently at Cedar Falls. The beanery operated by the Olympic Commissary burned, the entire second floor and roof. There have also been many forest fires around here this summer on account of the extreme hot and dry weather. Have not had any rain here for three months. Who said this was the rainy section?

James F. Bryan was the successful bidder on the time revisor's job made vacant by Lee Boyd's retirement.

The stork fluttered recently over the home of James Piatt, train dispatcher, and he is now the proud father of a baby girl.

Conductor R. B. Freeman, after 32 years of railroad service, has retired.

Chief Carpenter I. K. Johnson and family



ROCKY MOUNTAIN RETIREMENT. Engineer W. J. McKenna, who held a passenger run on the Rocky Mountain Division longer than any other engineer, stepped down from his motor July 21 to bring to a close 44 years of railroading. He started in 1902, firing for the Great Western, and was promoted to engineer in 1905. In 1907 he went west to work on the Jaw Bone line and in 1909 moved to Three Forks, Mont., where he took the passenger run which he held almost continuously to the day of his retirement.

spent their recent vacation in California.

Ernie B. Crane, retired assistant principal engineer, paid us a visit recently.

Bernice Clark, PBX operator at Tacoma, is right on the beam when it comes to automobiles. She drives to work in a hot rod that is plastered with signs like a traveling billboard, telling you where to go, what to do and why. I think the car belongs to her son, and I'll bet she gets just as big a bang out of driving it as he does.

SEATTLE YARD

F. J. Kratschmer, Correspondent

Old timers in Seattle and the west end will be grieved to learn of the death of Bert Hunter on June 24 in Sanger, Calif. Bert had a seniority date of July, 1917, in Seattle yard, and he retired Aug. 31, 1944. He would have been 72 on Aug. 13. During his services with the Road, Bert made a host of friends, especially among the switchmen with whom he worked before his retirement.

A big event in the family of Roundhouse Foreman Charles R. Balch took place on Sunday, July 29, in Millersylvania State Park just south of Olympia, Wash., with the 104th reunion of the Brown and Mills families. Mary Jane Brown, whose maiden name was Mills and who is Charley's maternal grandmother, rode across the prairies from Illinois in an ox-cart and arrived in Thurston County, Wash., in 1847. This was about three years before the arrival of Ezra Meeker and his famous ox-cart. The reunion of these families is an annual event and relatives come from the entire Pacific Northwest. Over 200 attended this year's reunion. The meeting next year will be in Millwauke, Ore.

Locomotive Engineer C. R. Service left for San Francisco Aug. 12 to spend a few days' vacation. He also visited Spokane before returning to work.

Yardmaster A. L. McDonald went east on

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IN SERVICE ON OVER 60 RAILROADS

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GENERAL MOTORS CORPORATION
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July 24 and after a little visiting around dropped over to Pontiac, Mich., and turned in his old Pontiac for a new one.

Ferd Klug, retired B&B foreman, was a caller on July 31. He is taking it easy at his home in Summit, Wash. George Kraft, retired carman, dropped in to see us Aug. 1.

Yard Section Foreman George S. Meyer left on Aug. 3 for Lansing, Mich., and after short visits in Chicago and Detroit, returned to Seattle behind the wheel of a new Oldsmobile.

John Lee, boardman in the yard office, left Aug. 13 for Oakland and Los Angeles, where he met his wife. After visiting in California they made their annual trip back to St. Paul and Minneapolis.

Roundhouse Foreman Roscoe W. Janes retired on Aug. 8 after more than 38 years of service with the Road. For the past 20 years he has been in the roundhouse at Seattle. "Red" started his railroad service in 1902 working for various railroads in the Middle West. He joined up with the Milwaukee in 1912 in Montana and served as boiler inspector for several years before coming to Seattle. Just recently "Red" went east and returned with a new DeSoto car, so he should get a lot of enjoyment out of it now.

H. O. Bangs and Mike Herman, of the yard, vacationed during August. Fishing was the principal enjoyment, together with auto trips around the Northwest.

Carman Jimmy Frazzini spent his usual two weeks on Camano Island starting Aug. 13. Last year Jimmy nearly copped the prize in the fishing derby held up there.

Effective Aug. 10 Charles R. Balch was temporarily appointed working foreman, at the roundhouse, vice R. W. Janes, retired. For the past eight years Charles has been electrician in the roundhouse.

Lawrence Stewart of Bozeman, Mont., who has been serving his time as electrician apprentice at various points on the Road for the past four years, recently completed his training at Tacoma shops and joined the Seattle roundhouse force on Aug. 23.

TACOMA

R. A. Grummel, Correspondent
Agent, Tacoma

Tacoma lost three large industrial plants recently by fire. These occurrences are also a loss to the railroads. Due to the long, dry stretch of weather, it is imperative that we be more alert than ever to prevent fires. A disastrous fire could easily burn out our jobs.

John Gates of the bill desk and his wife recently sawed down several big trees on their land, hauled them to a mill, and are now using them to build an extension to their home.

Chief Revising Clerk Al Goldsbrough is making a scientific study of the cucumber. He claims he will soon be able to cross it with a potato and produce a new type of vegetable which he is going to name the "cucumtatoe". No doubt there will be a big demand for it on the market.

Yard Board Clerk Bob Huntsman has found a cure for his ulcers. How? By painting his house.

Al Buhr, freight warehouseman who is one of Tacoma's top golfers, recently lost out in the city tournament by only one point. He

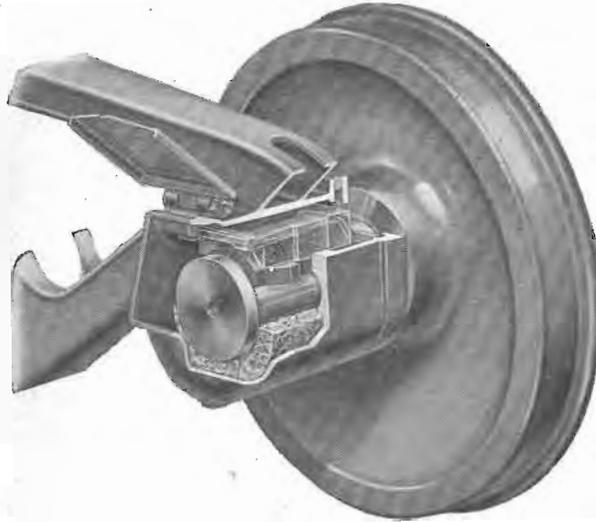
claims his golf ball would have landed in the hole had it not been for that extra blade of grass.

Our claim department, headed by T. J. Dolle, K. D. Alleman, W. M. Eshelman and others, is making a determined effort to reduce claims and recently held a claim prevention meeting in the agent's office.

David is a civil engineer on the staff of the Chicago Bridge & Iron Co. and has recently been transferred as a field engineer to a hydro electric project the Chicago company has under way on the Snake River near Mountain Home, Idaho.

The home cooked dinner that Mrs. Wheeler served the freight office girls recently was

STANDARD for Rolling Stock—



This AAR Solid Bearing Assembly!

Wherever AAR solid journal bearings are used (on about 2 million U. S. freight cars) lading gets the fastest, smoothest ride available today. That's because this simple assembly for rolling stock is unrestricted as to speed and load and inherently provides flexible control of lateral shocks. Moreover, it provides a remarkably high degree of efficiency at lowest possible cost.

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Free copies of a new, 20-page illustrated booklet—"The Facts About AAR Solid Journal Bearings"—will be sent to any railroad employees or officials who write, postcard or letter, to the Magnus Metal Corporation, 111 Broadway, New York 6, N. Y.; or 80 E. Jackson Boulevard, Chicago 4, Ill. This booklet will clarify for you many misconceptions that have been created in recent years. There's technical data to be sure—but simplified and related to many other aspects of train operation. Send for your copy today.

(Advertisement)

A great event of the summer was the debut of Julee Mae Johnson, born Aug. 15 to Mr. and Mrs. Joe Johnson. Joe is chief demurrage clerk in the freight office. The baby is their first child.

Recent visitors to the summer home of O. R. Powels, chief clerk in the freight office, included his son David, daughter-in-law and grandson Jimmie from Chicago.

a banquet with all the trimmings. The interesting lead of the evening was the viewing of Ora Wheeler's miniature trains—a whole room full. Mr. Wheeler is station operator at Eatonville. All the furnishings of a big Milwaukee railroad were there in miniature, and Mr. Wheeler is still adding to the collection. The Eatonville Boy Scout Club has enjoyed pleasant evenings watching



GRAND OLD OPRY. The Barn Players of Miles City, Mont., wind up the straw hat season with *The Drunkard*, starring Mollie Stamp, daughter of Division Storekeeper H. L. Stamp, in the feminine lead. Supporting roles are played here by Verne Reed (left) and Pete Schaff. Mollie has been working in the office of division storekeeper in Miles City. During the school year she attends Macalaster College in St. Paul where she is majoring in speech.

the trains; also various high schools and grade school groups.

Bill Clerk Helen Ivory is very enthusiastic over the coming bowling season which begins Sept. 7. Helen tops all of the freight and yard office bowlers. Many other Milwaukee employes also have high averages, including Lewis Seaman, Walt Jennings, Jim O'Neal and Nick Fittante, all of the store department, Herb Davis of the engineer's office, Timber Inspector Roy Tidd, Stenographer Juanita Modglin of the trainmaster's office, and Harry Anderson of the superintendent's office. A new name may soon be added to that list. Frank Bushee, young expense clerk in the freight office, looks like he might go places.

SEATTLE LOCAL FREIGHT OFFICE

Elizabeth Gosha, Correspondent

Miss Arden Jackson, daughter of Blanche Leech, demurrage clerk, was married Aug. 3 to Harvey Woodbury at the Bethany Presbyterian Church in Seattle. She was a lovely bride in a gown of imported rosepoint lace, an illusion veil, and a bouquet of roses and bouvardia. Following a church reception, the couple went to San Francisco for their honeymoon.

Chief Clerk Frank F. Quigley and wife returned Aug. 1 from a motor trip which took them to points in Oregon and eastern Washington.

Mable M. Goldie, who has been at the local freight since 1947, was transferred to the signal department Aug. 1. Catherine Fowler has taken her place on the correction desk.

Mr. and Mrs. Reginald Morris announced the arrival of an eight-pound boy on Aug. 11. The young man, who has been named

Michael Thomas, joins a little sister and brother in the Morris home. Dad is in the billing section at the local freight.

Frank L. Walker, team track clerk, passed away Aug. 1 after an illness of several months. Mr. Walker was born in Elkton, S. D., Aug. 14, 1887. He was a veteran employe, having entered the service of the Road in 1910 with the locomotive department. In 1912 he transferred to the car department where he worked until joining the yard force in 1944.

Employes of the LCL warehouse who took August vacations included Walter Miesuk, who visited in Blaine, Wash., and John Krisewicz who put his time to good advantage by staying home to tend his garden. Margaret McNeilly, stenographer in the assistant superintendent's office, spent a week in Vancouver, B. C.

Trans-Missouri Division

WEST

D. B. Campbell, Correspondent
Superintendent's Office, Miles City

Teenagers of Miles City staged a Youth Carnival July 27 and 28 for the purpose of raising funds to erect a civic building as a youth center. A half-block area on 9th Street just off of Main was roped off and a variety of games and concessions were provided for the entertainment of the public. The aid of the Miles City Milwaukee Service Club was enlisted to run the bingo concession which proved to be one of the real money makers of the carnival. Among those working on the concession were J. D. Wagner, T. M. Bankey, Ray Grant, Albert Kelm, Joe Brady, Mr. and Mrs. John Brogdon, Mrs. T. M. Bankey, John Schell, George Williams and Charles Winship.

Mr. and Mrs. A. W. Kolar are the parents of a daughter, Jane Frances, born Aug. 8. Tony is assistant engineer in the division engineer's office at Miles City.

Personnel changes in the office of the division engineer at Miles City will send W. E. Fuhr, division engineer, to Savanna, Ill., in the same capacity. A. W. Kolar, assistant engineer, has been transferred to Tacoma as office engineer.

Thomas M. Brady, 77, retired machinist helper, passed away Aug. 21 at the Holy Rosary Hospital in Miles City after a brief illness. Death came as a result of complications caused by heart trouble. Mr. Brady was born June 11, 1874, at Seneca, Wis. He came to Miles City from Iowa in 1916 and was employed on the railroad in various capacities, being a machinist's helper at the time of his retirement in 1938. Requiem high mass was sung at the Sacred Heart Church with burial at the Calvary cemetery. Surviving are four brothers; two sisters; four daughters, Mrs. Charles Snyder of St. Paul, Minn.; Mrs. Pauleicht of Seattle; Mrs. Ray Moore and Mrs. Jack Score of Miles City; four sons, Jack of Eugene, Ore.; Joseph A., James W., and Daniel P., all of Miles City; 19 grandchildren and one great-grandchild. The three sons located in Miles City are Milwaukee employes, Joe and James being clerks and Dan a conductor.

"Corn-on-the-Cob" was the advertised attraction of the Service Club stag held at the Miles City water works picnic ground Saturday, Aug. 25. Approximately 200 members partook of the chef's best. The menu consisted of corn on the cob, baked ham sandwiches, sliced tomatoes, pickles and beverages. Sam Leo, Pete Leo, K. Yates, Jim Moyes, and T. M. Bankey presided as the food committee. Vernon Kransky found plenty of budding singers to follow his guitar.

At a meeting held Aug. 29, the Miles City Milwaukee bowling league was organized for the 1951-52 season which starts Sept. 11. As in former years, the team names have been selected from the fleet of Milwaukee Road passenger trains. They are Tomahawk, Olympian-Hiawatha, Columbian, Pioneer Limited, Sioux, Marquette, Southwest Limited and Arrow. The officers of the league are: J. D. Wagner, chief clerk to the division storekeeper, president, and Ray Grant, secretary to the division superintendent, secretary-treasurer.

Answers to "What Do You Know?"

1. Products of mines.
2. Equipped for loading automobiles.
3. Approaching a public crossing at grade.
4. \$1.75.
5. Blocks, braces, shelving and other materials used to protect and support.
6. A report showing the origin, destination and consist of each freight car.
7. One-fifth of a cent.
8. A mixed train.
9. The Cascade Tunnel, 7.79 miles in length, in the State of Washington, is the longest in the Western Hemisphere.
10. Two and a half million dollars.

Medal of Honor



Sergeant Charles Turner, of Boston, Massachusetts—Medal of Honor, Korea. On September 1, 1950, near Yongsan, Korea, Sergeant Turner took over an exposed turret machine gun on a tank. Despite fifty direct hits on the tank, he stayed by his gun and destroyed seven enemy machine gun nests before he was killed.

You and your family are more secure today because of what Charles Turner did for you.

Sergeant Turner died to keep America free. Won't you see that America *stays* the land of peace and promise for which he gave his life? Defending the things he fought for is *your* job, too.

One important defense job you can do *right now* is to buy United States Defense* Bonds and buy them regularly. For it's your Defense Bonds that help keep America strong *within*. And out of America's inner strength can come power that guarantees security—for your country, for your family, for *you*.

Remember that when you're buying bonds for national defense, you're also building a personal reserve of cash savings. Remember, too, that if you don't save *regularly*, you generally don't save at all. Money you take

home usually is money spent. So sign up today in the Payroll Savings Plan where you work, or the Bond-A-Month Plan where you bank. For your country's security, and your own, buy U. S. Defense Bonds now!

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THE MILWAUKEE ROAD MAGAZINE

Chicago, Milwaukee, St. Paul and Pacific Railroad Co.

516 West Jackson Blvd.

Chicago (6), Illinois

HENCE THE SKYTOP. It was with such scenery as this in mind that the designer of the Olympian Hiawatha created the famous Skytop Lounge. The train is shown on Hansen Creek trestle in the Cascade Mountains near Bandera, Wash.

