

THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

Vets Hold 20th Reunion . . . page 3



SEPTEMBER 1952

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THE MILWAUKEE ROAD MAGAZINE

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

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A Salute To The Veterans

A MAN connected with another company in Milwaukee watched the 700 veterans board the special train for a tour of the terminal on Aug. 28 and later made a remark which I'll remember for a long time.

"I'd give a lot if we had people like that in our company," he said. "Milwaukee Road folks seem to have a sincere regard for each other and for their railroad. We just don't find that at our plant."

The older I become and the more I am with our veteran employes, the better I understand why J. T. Gillick has always said that they are the finest group of people he ever knew.

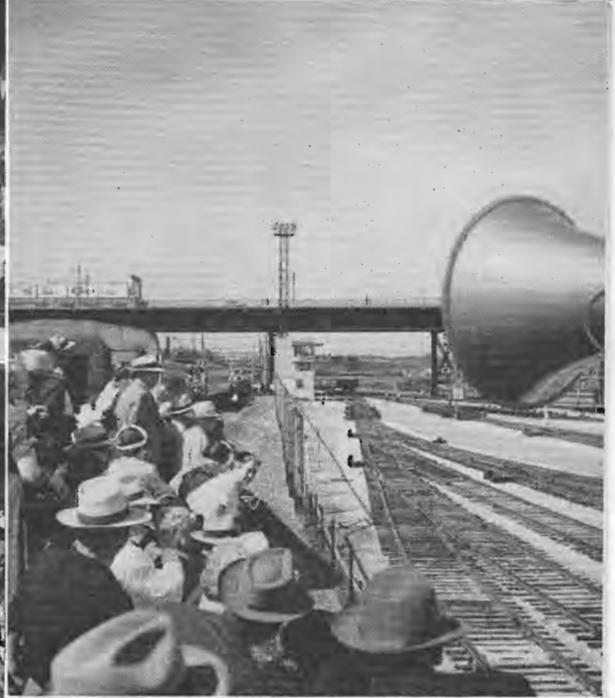
The family feeling and friendly working spirit which have developed over the years among our veterans and younger employes are definitely *plus* values in our service. I think they are the natural consequence of men and women understanding the importance of the work they do together and having the good sense to do it well. These values can be measured in terms of our economic security as individuals and in the satisfaction we find in our work. I am proud to be part of an organization which, in the turmoil of modern living, offers its people not only a high degree of security and job satisfaction, but also those things of the spirit—lifelong friendships and a sense of belonging.

Year after year the veterans' attitude of responsibility and genuine interest is passed on to the younger members of the family. The result is an intangible quality which some business organizations have and others do not.

For everything they mean to our railroad, and for the example they set for the younger employes, I salute the veterans of The Milwaukee Road.

J. P. Kiley





Top Left: Scene in the Grand Ballroom of the Schroeder Hotel during the style show presented by the Boston Store at the ladies' luncheon.

Top Right: The special tour train stopped while the veterans studied the new Air Line yard in operation.

Above: Melvin Burlingame, tenor soloist and Milwaukee Road switchtender from Minneapolis, sings for his fellow veterans at the banquet.

Center: A quartet from Joe Caravella's orchestra entertains during the banquet.

Right: Officers of the Veterans' Association check over the program before the banquet. Left to right: J. T. Gillick, association president; Miss Florence M. Walsh, secretary and treasurer; and L. J. Benson, Milwaukee Road assistant to president and vice president of the association, who served as general chairman of the convention committees. J. H. Stewart, general superintendent at Milwaukee, served as chairman.

VETS hold 20th reunion

ON AUG. 27 and 28, for the 20th time in its 36-year history, the Veteran Employees' Association of The Milwaukee Road came together for a family reunion. Headquarters were set up at the Schroeder Hotel in Milwaukee and a group of almost 1,200 veterans and wives, all with roots in the railroad at least 25 years old, gathered there for the big biennial event.

Renewing old friendships, swapping stories and generally enjoying the feeling of fraternity that comes of long years of working together, the veterans demonstrated in their two days together that, as President Kiley observed in his banquet address, the strength of the family clan is a reflection of the fact that The Milwaukee Road itself is a strong and living entity.

"It is not the tracks, buildings, locomotives and other physical facilities that make a railroad," he said. "It is the loyal men and women working for it that breathe life into the inanimate things and make a railroad real."

As the pictures indicate, the reunion filled two busy days. Featured events were the business meeting, a luncheon and style show for the ladies, banquet

and evening of entertainment in Milwaukee's mammoth Municipal Auditorium, and a tour of the Milwaukee terminal area in a special train made up of 11 cars—alternating deluxe air conditioned coaches and specially equipped flat cars.

The group of more than 700 men and women who took the tour around the "fish hook," as the city-circling line is sometimes called, enjoyed a behind-the-scenes view of their railroad and the industries it serves that even many people who had worked in the area for years had never seen. At the end of the tour the group was divided and taken in buses to the Blatz, Miller, Pabst and Schlitz breweries, where they were conducted through the brewing plants. Each of the breweries demonstrated its version of real Milwaukee hospitality by serving the veterans a delicious smorgasbord luncheon with plenty of good beer.

J. T. Gillick, retired operating vice president and for several years president of the Veterans' Association, presided at the banquet held on the night of the 27th and introduced the speakers, Leo T. Crowley, chairman of the board of directors, and J. P. Kiley, president.

Mr. Crowley, himself the son of a Milwaukee Road section foreman, spoke briefly, expressing his pleasure at seeing so many active and retired members of the railroad family. It was a source of satisfaction to him, he said, to realize that there is available to railroad people a program "permitting of rest after many years of faithful work."

President Kiley, principal speaker of the evening, was introduced by Mr. Gillick as a man who "believes in himself; he believes in his officers and he believes in the people of the railroad."

"While these are called veterans' reunions," Mr. Kiley told his audience, "I like to think of them as family reunions. It is a family that had its roots in this same city more than 100 years ago. While the family was not organized into

a social organization such as the veterans' group is now, it has always been noted for its family spirit."

Referring to the millions of dollars spent to modernize locomotives, diesel facilities, cars and freight yards, he said that next year the Bensenville (Ill.) yard would be modernized into a facility similar to Air Line yard in Milwaukee which the group was to see the next day.

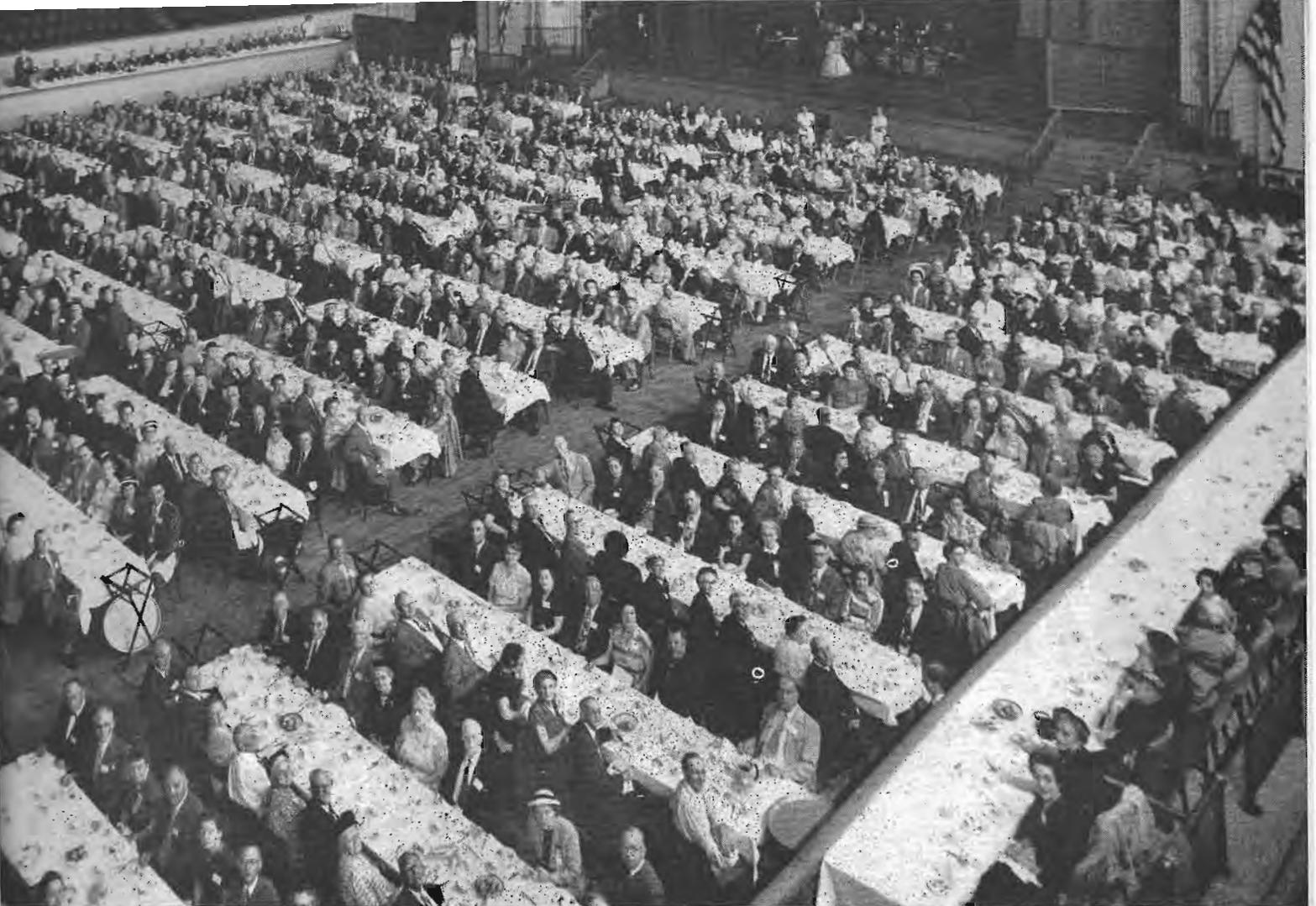
"As in Milwaukee," he said, "the primary purpose of this modern yard is to improve the service to the public, with the expectation and hope that it will result in a greater share of the traffic moving over the Milwaukee, thereby providing greater employment for the Milwaukee family.

Mr. Kiley climaxed his remarks by announcing that a "silver" lifetime pass would be issued to each veteran who has completed 45 years of service but who does not qualify for the 50-year "gold" pass first announced at the reunion in 1950.



Above: "To keep the family spirit strong," President Kiley reminds his banquet audience, "the family must be proud of its accomplishments. We have tried to make you proud of your railroad family by providing the best of everything on our railroad that our purse will afford." Seated: J. T. Gillick (left), and Leo T. Crowley, chairman of the board of directors.

Left: Scene at the banquet. In the background is a special table for wives of men at speaker's table and others.



View of the Municipal Auditorium at the start of the 20th reunion banquet. Seated at the speaker's table are members of the veterans' executive committee, as well as present and former officers of the railroad.

NOTICE: Anyone wanting an 8x10 inch print of the picture above or the ladies' luncheon (not shown) should send his name and address to Genack Studios, 962 N. 12th St., Milwaukee, Wis., together with 75c for each print.

Below Left: The vets leave the special tour train for buses which took them to the breweries where luncheon was served. Below Right: Scene as the throng assembled in the Municipal Auditorium before entering the banquet room. Below Bottom: The 11-car tour train leaves Union Station to give the veterans a behind-the-scenes look at their railroad's principal city. A motion picture taken on the tour appeared on a program from Milwaukee's television station WTMJ-TV on Sept. 3. The program is a news telecast sponsored by the Milwaukee Gas Co.



COAL TRAFFIC

On The Milwaukee Road

The following is based on an article entitled "Milwaukee Road Important Terminating Coal Carrier" which appeared in the July, 1952, issue of American Coal Journal.



Giant clamshells work steadily at Bensenville, Ill., stockpiling mountains of coal to insure a continuous supply for the railroad and industrial customers in the event production is interrupted at the southern Indiana mines.

H. J. Sorenson, crane supervisor, looks after the unloading and loading of coal at Bensenville and Mannheim, Ill.



IT HAS BEEN said that no one can have more of anything than can be hauled. The products of America's coal mines would be of little immediate benefit to thousands of people in the Northwest located at long distances from the sources of supply were it not for The Milwaukee Road, which hauls the coal to them.

Our railroad's role in the nation's coal economy is largely that of a terminating agency. Receiving coal at several places on the borders of its 12-state territory and at one point within it, The Milwaukee Road moves this coal both east and west to industrial and other consumers at 1,921 destinations along its nearly 11,000 miles of railroad.

In 1951 the Milwaukee's coal and coke movement amounted to 165,993 carloads, or 16.2 per cent of the total

tonnage hauled, so obviously we regard our coal traffic as very important to our railroad.

The coal terminating job done by the Milwaukee has another facet that should be emphasized because it is very important. By insuring them a steady and uninterrupted supply of fuel, The Milwaukee Road makes possible the development of hundreds of industries far from coal supply with their attendant benefits to the communities in which they are located.

It is certainly no exaggeration to say that there is many a smokestack in Milwaukee Road territory representing a prosperous industry which simply wouldn't be there if it were not for the transportation services furnished by our railroad, and among the more important of these services, of course, is that of

supplying fuel. For example, 257 new industries were established on our lines in 1951. This spreading of industrial potential helps develop a better balanced economy and strengthens our nation both in peace and for war. In this atomic age when large industrial concentrations could become "sitting ducks" to enemy bombers, it is of particular significance.

The bulk of the coal terminated by our railroad originates in southern Indiana, an area tapped by the Terre Haute Division. We acquired the trackage of a short railroad there about 30 years ago for the express purpose of gaining access to the coal mines. Purchase of another short railroad provided us with a by-pass connection with our lines north and west through Bensenville, Ill., 17 miles west of Chicago.

We believe in doing a bit more than merely hauling coal from the Indiana fields on a when and if basis and letting it go at that. We try to anticipate the possibility of interruption of supply at the mines and to have coal on hand to meet emergency demands as quickly as possible.

To achieve these ends we maintain a large coal depot at Bensenville. We refer to it as "the coal pile." Here we stockpile coal not only for ourselves but for a number of large industrial customers and coal distributors. In the event production ceases at the mines due to a strike or some other cause, "the coal pile" insures a continuing supply until the emergency is over. It also helps in case a coal shipment is wanted in a special hurry, since the pile is roughly four or five days nearer destinations north and west than the mines.

We try to speed up movement from Indiana in still another way. We don't wait for waybills to move coal out of the mines we serve, but haul it as soon as it is produced to concentration yards at Latta and West Clinton whether it is waybilled or not. Thus we have a head start when the coal is billed. Some idea of the coal traffic through these yards may be gained from the fact that in January a total of 5,329 cars were received at the yards. Approximately 58 per cent of this coal was unbilled when received. We find that this method is a time-saver in keeping the coal moving.

Generally speaking, the coal handled by The Milwaukee Road from southern Indiana is terminated at destinations



The Milwaukee Road concentration yard at Latta, Ind. More than half of the coal assembled here is hauled from the nearby mines without billing. When waybills come through, the coal is ready to roll without delay.

throughout the Middle West and as far westward as the middle of South Dakota. We also take coal from public dock facilities at the head of the lakes which originates in Ohio, Pennsylvania, Virginia and West Virginia and terminate it at points roughly in the same area.

A noteworthy feature of the Milwaukee's coal handling operations is that the traffic is by no means in only one direction. While we are moving coal from southern Indiana mines and the Lake Superior docks in a mainly westward direction, we are at the same time hauling western coal eastward on our lines.

Coal from Utah and Wyoming mines enters Milwaukee territory at Butte and Silver Bow, Mont. Most of this coal moves over Milwaukee rails to industries in Washington, Idaho and Montana, but part of it moves eastward to Council Bluffs, Ia., where we take it, together with coal produced in Kansas and Oklahoma, for termination points in Iowa and South Dakota.

The commercial mines and the company-owned mine in the Roundup, Mont., field produce the quantity and quality of coals that fit the needs of government, commerce and railroads in the Far West. A part of this production also is hauled east on the Milwaukee to destinations in eastern Montana and western South Dakota.

The Republic Coal Company, a wholly owned subsidiary of The Milwaukee Road, now produces approximately 500,000 tons a year, and the entire production is moved in Milwaukee coal trains. The mine is developed in a sub-bituminous coal seam which is of medium volatile rank and ranges from 40 to 60 inches in thickness. It is a quick burning coal which makes a very satisfactory fuel for industrial, railroad and domestic purposes. The BTU value is 10,600.

The coal is hoisted through a vertical shaft 400 feet in depth, equipped with self-dumping cages. The mine is non-gaseous and has been developed by the

View of the piles of southern Indiana coal stored at Bensenville, Ill.





Republic Coal Co., Roundup, Mont., showing interior of tippie and shaking screens. All impurities are removed by hand on picking tables. Plant capacity 300 tons per hour.



Loading facility at Duluth, Minn., where The Milwaukee Road loads coal brought to the head of the lakes by boat and hauls it to points throughout the Midwest.

room and pillar method. Coal is loaded with crawler type loading machines and shaking conveyors equipped with duck-bills. On the surface is a three-track modern steel tippie equipped with shaking screens, picking tables and coal crushers. The mine has been in operation for 40 years and in that time has produced about 20,000,000 tons of coal.

To handle our coal traffic, the Milwaukee uses a considerable amount of motive power and other equipment. Counting new cars we added to our fleet in 1951, we now have 16,819 gondola, hopper and ballast cars. The latter are used for hauling coal in the winter

when traffic is heavy. We protect this large investment by a maintenance program that keeps a very high percentage of them constantly in good order.

We reckon coal not only among our more important sources of freight revenue, but as essential to the welfare and progress of the territory we serve. Consequently we do everything we can to fulfill our function as a coal terminating railroad as efficiently as possible. With the many improvements in roadway and equipment The Milwaukee Road has made since World War II, we are in a better position than ever before in our history to handle this important job.

L. H. Dugan Addresses Brotherhood of Locomotive Engineers

L. H. DUGAN, vice president and general counsel with headquarters in Seattle, gave the principal address at the meeting of the International Western Union Meeting Association of the Brotherhood of Locomotive Engineers in Seattle Aug. 29. The gathering represented members in some 17 western States and three provinces of Canada.



L. H. Dugan

Mr. Dugan's talk was concerned principally with the schemes of social planners who seem to regard the railroads

as fair game. "These men forget," he said, "that productivity can only come from incentive and does not arise by reason of governmental decree, order or control . . . Productivity under our system of government is high not because Americans are smarter than other people but because here a man is free to channel his energies toward bettering himself.

"In the face of this, it is difficult to understand the reasoning of those who even now are changing our way of life. Yet, today the tendency seems to be to get more and more governmental participation in business, which all of us must meet and challenge if we and succeeding generations are to continue to prosper. The railroad industry represents a good picture of the challenge

presented because with the public interest that is involved it is subject to ever increasing controls and regulations."

Tracing some of the more obvious disadvantages of nationalization of the railroads, Mr. Dugan cited the chaos which resulted from government operation in World War I and contrasted it with the transportation furnished during World War II, under private ownership. The government-controlled railroads of England and Canada were also mentioned as examples of deficit spending which must be met by taxpayers year after year. Nationalization in this country, he said, would not only put an undue burden on our taxpayers but would react most unfavorably on shippers, on organized labor and on the whole economic life of the country.

Mr. Dugan was followed on the speaking program by Mr. Shields, Grand Chief Engineer, who endorsed his stand on government ownership.

Clyde Zane

CLYDE ZANE, division freight and passenger agent at Sioux City, died unexpectedly in Independence, Mo., his former home, on Aug. 16. He had not been well for several months and was on a vacation visit in Independence when his illness became fatal. Funeral services were held there, with burial in Kansas City. He is survived by a sister, Miss Jennie Zane of Independence, and brothers Robert Zane and Harry S. Zane. The latter is freight traffic manager for the Road in Chicago.

Clyde Zane was born in Kansas City in 1894 and started with the Road there as a messenger boy in 1908. Transferring to the traffic department, he served as rate clerk and chief clerk, and was subsequently appointed traveling freight agent with headquarters in Kansas City. He went to Sioux City as division freight and passenger agent in 1939.

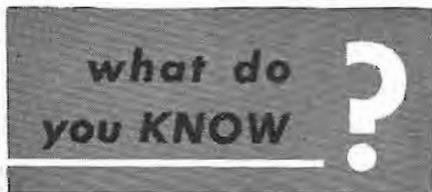
Mr. Zane was well known by shippers over a large area. He was a member of the Commercial Club and the Breakfast Club in Sioux City, also of the Moose lodge, and was prominent in Masonic and Shrine activities. For many years he directed the Road's participation in local Community Chest drives and was a past board member of the Travelers Aid Society.

According to what might be an old Chinese proverb, but isn't, "The government belongs to those who take an interest in it!"

Never Lost, Just Mislaid

FROM time to time the lost and found department in the Chicago Union Station gets a tip of the hat for its conscientious efforts to locate the owners of articles left on our trains. One of the most gratifying letters received recently by C. F. Rank, manager of mail, express, baggage and milk, came from E. F. McDanel, assistant general live stock agent for the Rock Island at Kansas City.

Acknowledging the return of a coat which Mrs. McDanel had reported as being lost on the Morning Hiawatha between La Crosse and St. Paul, he wrote: "We are both very happy that this happened on the Milwaukee because we know, and everyone else knows, things are not lost that are left on your trains; they are merely mislaid."



TEST YOUR KNOWLEDGE OF RAILROADS AND RAILROADING

(Answers on Page 38)

1. Which type of production does the "Railroad Hour" feature—melodramas, musical shows, or mystery plays?
2. Where would one be most likely to find a hostler—in or around a storehouse, a roundhouse, or an accounting office.
3. In what state was the first railway tunnel built—Maryland, South Carolina, Massachusetts or Pennsylvania?
4. With which department of the railroad is the train dispatcher identified—executive, traffic, operating, or accounting?
5. What is operating ratio—the percentage operating expenses bears to operating revenues, the percentage operating costs bears to net income, or the percentage operating costs bears to maintenance expenses?
6. What are known as the "cat's whiskers"—loose ends of telephone wires, the "feelers" of a railway clearance car, or feather dusters used for cleaning passenger cars?
7. What was the approximate railway payroll in 1951—1½, 3½, or 5½ billion dollars?

Are You All Set to Vote?

"THE CITIZEN who abstains from politics is not a non-politician. He is merely an ineffective politician who unwittingly serves as an ally of the worst machine bosses, ward heelers and peddlers of influence."

The above remark by Dr. Joseph E. McLean, associate professor of politics in the Woodrow Wilson School of Public and International Affairs at Princeton University, is in line with the general thinking in connection with this year's national election.

Probably never before in the history of the country has there been as great an attempt to get the American voter to the polls. Civic, business, labor and educational organizations have recognized the need for greater individual interest in national and international affairs and have stimulated a new appreciation of the importance of the individual vote.

As one publication put it recently, "The most powerful weapon at the command of the American citizen is his VOTE . . . *Vote to preserve your right to vote* . . . Muscles unused will wither. Votes unused will be taken away."

It is of particular importance that railroad people, who are generally recognized as being among the most responsible and civic-minded citizens in any community, be at the polls on Nov. 4. In all probability, the great majority of Milwaukee Road men and women intend to exercise their voting privilege, but some of them may be among the Americans who will lose their vote unless they make sure they are registered.

Voting registration laws, differing as they do from state to state and involving different requirement, in some instances,

by counties and by cities, are much too complex to be reviewed here.

The following list of registration deadlines in states served by The Milwaukee Road is offered, however, as a reminder that there is still time to register. Every employe who intends to vote but who has not received a registration certificate or been given other assurance of his registered status, should make inquiry through local political headquarters, the county clerk, city clerk or other voting official.

State	Registration Deadline
Idaho	Nov. 1
Illinois	Oct. 6
Indiana	Oct. 6
Iowa	Oct. 25 or Nov. 4, depending on place of residence
Michigan	Oct. 6
Minnesota	Oct. 13
Missouri	varies by county and city
Montana	Sept. 19
North Dakota	no registration
South Dakota	Oct. 27
Washington	Oct. 3
Wisconsin	Oct. 22

8. What is a bad order car—a car out of service awaiting repairs, a car the contents of which are spoiled, or a car which has been placed on the wrong track for loading?
9. What is a car seal—a stencil used in painting a railroad's emblem on freight cars, a substance used to insulate refrigerator cars, or a metallic device used to lock the door of a freight car?
10. What is a "cross-buck" sign—a grade crossing sign, a signal bridge, or a hand signal used to stop trains?



I feel like a Heel

"In our town, registration is over—and I forgot. So now I can't vote in that big, exciting election coming up Nov. 4. I feel like a heel! . . . You folks are lucky you still have time to register to be sure you can have your say on Election Day."

—Reprinted from the Southern Pacific Bulletin

Railroad Hour to Begin Fifth Year With Same Family

OCTOBER 6 will mark a double anniversary for the Railroad Hour. When the railroad industry's radio program returns to its winter format on that date, it will be the opening of the show's fifth year on the air and the beginning of the fifth year for most of the Railroad Hour "family."

As this group of men and women have worked together week after week to present good music and sparkling entertainment, their teamwork has become a byword in the radio business. It is this well-balanced team of musicians and technicians that helps explain the wide popularity the Railroad Hour has attained since it went on the air in the fall of 1948.

Baritone Gordon MacRae, for instance, has starred on the show since its inception, singing almost every type of role from gay musical comedy to light opera.

Then, there is Carmen Dragon, musical director and arranger for the Railroad Hour, who has conducted the orchestra since the show's premiere. The orchestra itself, which was especially assembled for Dragon shortly before the program

began, has remained intact except for occasional substitutions due to illness. Norman Luboff and his chorus are also "regulars" on this weekly radio program.

Marvin Miller as announcer, Eddie Miller as control engineer and Bud Tollefson as sound effects engineer have also been members of the Railroad Hour team since the first broadcast.

Even the guest stars feel that they belong to the Railroad Hour "family." Many of them, including Dorothy Kirsten, Nadine Conner and Lucille Norman, say it is their favorite show, and one famous singer has been known to re-shuffle her engagements in order to appear on the program.

Gordon MacRae is proud of the fact that the Railroad Hour was the springboard to national fame for one of his favorite people, Dorothy Warenskjold. She got her first big network "break" on the Railroad Hour, and in addition to appearing frequently as a guest star during the winter season, has been the regular guest star on the show for the past two summers.

The Railroad Hour has the happy

combination of outstanding musical shows portrayed by world-famous artists, but at bottom it is the teamwork of the many "regulars" that makes possible the favorite entertainment of millions of listeners to this program each Monday night over the National Broadcasting Company network.

W. W. Beckman

WALTER W. BECKMAN, assistant treasurer with headquarters in Chicago, died in St. Anne's Hospital, Chicago, on Aug. 28. His death came as a shock to his friends, as he had been ill only a short time. He was 52 years old.

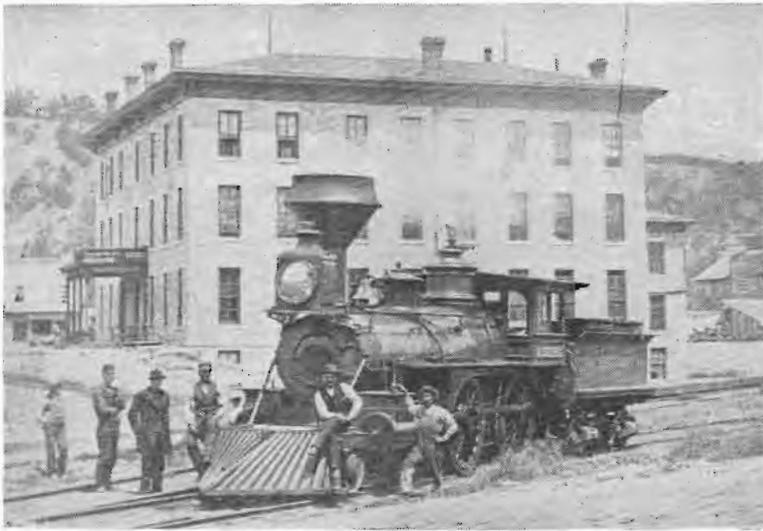
Mr. Beckman started with the Road in the freight auditor's office in January, 1916. In March, 1917, he transferred to the treasurer's office, starting as a clerk. Advancing through all intermediate positions in that office, he was appointed assistant treasurer on Mar. 1, 1945.

Funeral services for Mr. Beckman were conducted in River Forest, Ill. He is survived by his wife Louise, his son Donald, and by his parents.

how are we doing?

	JULY		SEVEN MONTHS	
	1952	1951	1952	1951
RECEIVED FROM CUSTOMERS				
for hauling freight, passengers, mail, etc.....	\$21,546,269	\$20,375,296	\$149,684,553	\$147,551,759
PAID OUT IN WAGES				
PER DOLLAR RECEIVED (CENTS)	11,540,089	11,565,104	78,882,563	78,300,855
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act.....	(53.6)	(56.8)	(52.7)	(53.1)
PER DOLLAR RECEIVED (CENTS)	670,620	673,878	4,632,633	4,573,261
	(3.1)	(3.3)	(3.1)	(3.1)
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest.....	8,782,289	8,883,177	64,818,825	64,338,634
PER DOLLAR RECEIVED (CENTS)	(40.8)	(43.6)	(43.3)	(43.6)
NET LOSS				
		746,863		
NET INCOME				
	553,271		1,350,532	339,009
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars.....	123,924	125,113	854,664	893,951
Decrease 1952 under 1951	1,189		39,287	

Portrait of a Period



REMINISCENT of a Currier & Ives print, this old photograph records a picturesque period in Milwaukee Road history. It was taken at Lanesboro, Minn., in 1879 and shows an engine and crew of the Southern Minnesota Railway, a predecessor line of the Milwaukee, pulled up at Lanesboro's famous "stone" hotel.

Starting from La Crescent in 1866, the railroad reached Lanesboro in 1868 and the hotel was built a year later. The box-like structure—it was 84 x 89 feet—cost \$52,000 and was furnished with all the plush elegance of the day. Railroad people were steady patrons. A few years after this picture was taken it was razed by fire. The engine is the old pusher which used to double head trains up Fountain Hill west of the city.

Both the picture and the foregoing history were furnished by Agent H. S. Hoff who obtained them from Mrs. Mary Wilberg, a Lanesboro pioneer.

Freight Rate Course Offered Employes

FREIGHT RATES, the dollars-and-cents base on which railroading depends, is the subject of a correspondence course to be offered free of charge to Milwaukee Road employes by the accounting, operating and traffic departments early in October.

A letter over the signatures of Vice Presidents J. W. Severs, L. F. Donald and P. H. Draver was addressed on Sept. 2 to all accounting and traffic officers, as well as superintendents, freight agents and purchasing and stores department officers, explaining the purpose of the course.

"We are constantly endeavoring to provide our patrons with the best possible service," the letter pointed out, "and

while considerable progress has been made, we can further improve our service to freight patrons . . .

"It is desirable that we reduce to a minimum the errors in routing and in the assessment of freight charges. Consequently, employes at agencies who are charged with the responsibility of waybilling, routing, assessing and collecting correct freight charges, can derive a great deal of good from this course. These, however, are not the only ones who can benefit by taking it. All of those who use the opportunity of enrolling will increase their knowledge of this important side of railroad work, which should be to their advantage."

It is hoped that at least 2,000 employes will take advantage of the opportunity.

The first of the lessons will be sent out on or about Oct. 1, and since the Interstate Commerce Act is the basis for the rules and regulations in the tariffs and classifications, the first lesson will relate to the pertinent sections of that act. Later lessons, distributed weekly for a period of approximately a year, will deal with commodity classifications, exceptions, and many other aspects of freight tariffs and related subjects.

Employes taking the course will be kept posted on their progress by means of questionnaires which they will be asked to fill out periodically. In addition, employe-students may submit questions in writing to the freight rate instructors at any time, and answers will be provided promptly. These instructors will also visit freight stations from time to time for the purpose of answering the questions of employes in the area who are taking the course.

All interested employes in the departments immediately concerned were asked to fill out an enrollment form and send it to W. H. Nickels, freight auditor, Chicago. Others who would like to know more about the course should make inquiry through their supervisors.

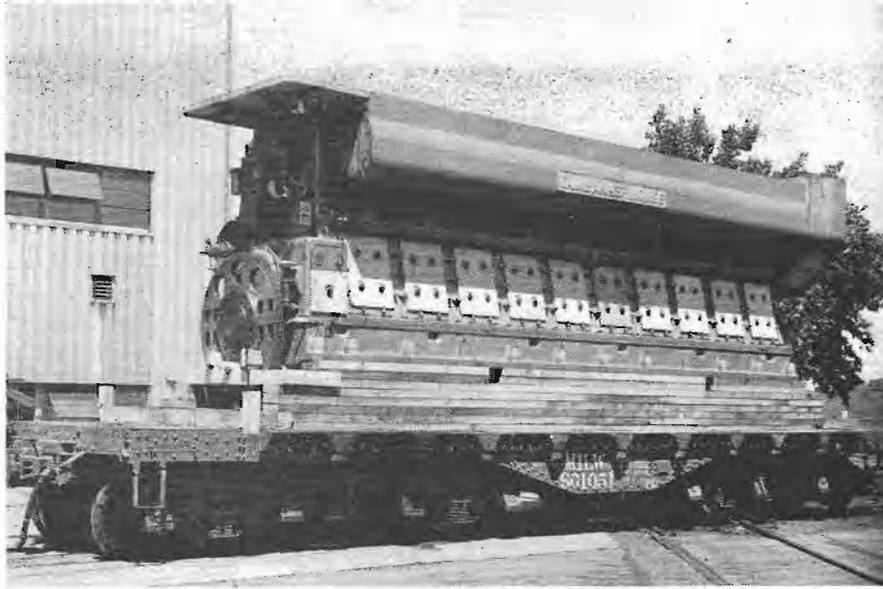
Heads Women's Traffic Club



Mrs. G. R. Hewson

MRS. GERTRUDE REYNOLDS HEWSON, secretary to C. T. Carter, general agent in New Orleans, has been elected president of the Women's Traffic and Transportation Club of New Orleans. She assumed the position on Sept. 16.

The New Orleans organization is a representative group of about 125 women engaged in traffic and transportation work—freight and passenger—with the railroads. Its membership includes the personnel of steamship companies, air lines, truck lines, industrial firms, freight forwarders, the New Orleans Port of Embarkation and so on. Mrs. Hewson, who is a native Orleanian is well known among transportation people, having been a member of the Road's New Orleans staff since 1927.



SHIPMENT COLOSSAL. A 215,000-pound dual fuel engine shipped from the Beloit, Wis., works of Fairbanks Morse & Company last month was the heaviest shipment the Road has ever moved out of Beloit on a single car. The 3,500 h.p. engine, bound by way of Kansas City for Denton, Tex., where it will be used in the municipal power station, was moved on a special flat car, one of two on the railroad. The car is an all-steel unit equipped with four sets of wheel trucks instead of the usual two. Because of the height of the unit as loaded—nearly 17 feet—the shipment traveled only during daylight and at a maximum speed of 25 miles per hour. In addition to the heavy bracing in evidence here, the engine was supported by 10 five-inch steel channels welded to the floor of the car. The engine was also bolted to the car itself in six places.

appointments

Traffic Department

Effective Sept. 1, 1952:

H. K. Williams is appointed division freight and passenger agent at Sioux City, Ia., succeeding Clyde Zane who died Aug. 16. Mr. Williams entered Milwaukee Road service in Kansas City in 1921 and subsequently was city freight agent there. He was traveling freight and passenger agent with headquarters in Mason City from 1945 to March, 1951, since when he has been division freight and passenger agent at Aberdeen, S. D.

A. F. Reuland is appointed division freight and passenger agent at Aberdeen, S. D., succeeding H. K. Williams, promoted. Mr. Reuland who started with the Road in 1917 at Aberdeen, has been city freight agent at Minneapolis and since 1945 traveling freight and passenger agent with headquarters in Des Moines.

L. F. Walsh is appointed division freight and passenger agent at Great Falls, Mont., succeeding A. E. Gist who

retired after 38 years of service. Following service with other transportation agencies, Mr. Walsh started with the Road in 1942 as city freight agent in Butte. Since 1944 he has been traveling freight and passenger agent with headquarters in Spokane.

A. G. Gore is appointed traveling passenger agent, New York, N. Y., succeeding J. E. Driscoll who retired after more than 42 years of service. Mr. Gore started with the Road in 1923 in the New York office as a stenographer and subsequently was ticket clerk and ticket agent. He has been passenger agent in New York City since 1948.

D. W. McCloskey is appointed passenger agent in New York, N. Y., succeeding A. G. Gore, promoted. Mr. McCloskey has been with the Road in New York since 1938. Absent for four years of military service in World War II, he returned to the railroad in 1945 and was appointed ticket agent in New York City in 1948.

R. B. Amis is appointed general agent, Los Angeles, Calif., succeeding

H. W. Porter who retired after 43 years of service. Mr. Amis has been with the Los Angeles traffic department since 1927. Since 1936 he has been traveling freight agent with headquarters in Los Angeles.

J. M. Fortman is appointed traveling freight agent in Los Angeles, Calif., succeeding R. B. Amis, promoted. Most recently Mr. Fortman has been city freight agent in Los Angeles.

Milwaukee Terminal Blood Bank Marks First Anniversary

SEPTEMBER marks the conclusion of a successful first year for the blood bank started by employees in the Milwaukee, Wis., terminal. The cash saving to families who required blood transfusions during the 12-month period was \$2,450.

The terminal group of The Milwaukee Road Donors Club includes about 1,300 operating department employees. Like the blood bank at the Milwaukee shops, it is affiliated with the Junior League Blood Center of Milwaukee, Inc., with Mrs. F. T. Ross, wife of the supervisor of telegraph offices-system, as volunteer business agent. A. J. Sullivan, Milwaukee terminal engineer, is general chairman and there are 15 co-chairmen. Donors contribute blood as the need arises, the only cost of a transfusion being the hospital administering fee. The benefits extend to all members of an employe's immediate family.

In announcing the results of the year's operations, Chairman Sullivan credited the organization's good showing to the zealous efforts of interested co-workers. The anniversary month, he said, will be marked by a drive for donors. A blood bank for the road and enginemen at Milwaukee is now in the process of being organized. Mr. Sullivan is in charge of this group also, with Dean Bartels, C&M Division engineer as co-chairman.

The local doctor, sitting in on a poker game, was taking a shellacking until a hand of stud came along in which he drew aces back to back. Everybody stayed and on the next turn of the cards the doctor drew another ace. Unfortunately one player chose that moment to suffer a heart attack and slumped over at the table. The other players rushed him to a couch where he breathed his last.

"What'll we do now?" they implored the doctor.

"Out of respect for the dead," he answered promptly, "I suggest we finish this hand standing up."

The Best Is Yet to Come

WHEN she retired from the railroad this spring, Mrs. Emma DeLong, a typist in the Chicago Union Station, was looking forward eagerly to a new home where she would be near her family—her daughter and son-in-law and young grandson—and to the unhurried opportunity to catch up on some of the interests neglected during many years as a business woman. Of a practical bent, she had planned for the move by making some secure investments and buying an interest in a small business. She admits now, however, to moments when she questioned the advantages of this quiet, well-ordered future. How did others feel about their retired status? How could one know? In a matter of weeks she was to know the answer. "I was reminded," she says, "of an old school room maxim—'The best is yet to come.'"

Mrs. DeLong started to work for the Road at Marion, Ia., in 1920, shortly after the death of her husband, an Iowa

Division trainman. Moving to Chicago, she was employed in the office of the superintendent of transportation in the Union Station until 1933, when the central typing bureau was organized. Anticipating her retirement this year, she bought a small herd of white-faced Herefords to be raised by her son-in-law and daughter, Mr. and Mrs. Kenneth Winter, on their ranch near Harrison, Ark., and with her daughter as a partner, purchased the local credit bureau. Her venture into a business of her own, she says, turned back the years until she felt that life was starting all over again.

For instance, at retirement age Mrs. DeLong never calculated on returning to school, but it was almost the first thing she did. As managers of a credit bureau, she and her daughter were invited this summer to attend a training course sponsored by the Associated Credit Bureaus of America for its southern and Rocky Mountain members at the University of Kansas.



"Can you imagine me as a college girl?"

"You can imagine what it meant," she said, "to be going back to college when I thought I had turned my back on the world of affairs. Think of 150 people of all ages, men and women in their 20's and 30's and clear through the 60's—one man, a lawyer from Colorado, was 72—but all young in mind and vision. Our instructors were an inspiration. From a world authority on human behavior we learned something of applied psychology, another instructor briefed us on speech and salesmanship (we all needed it) and how to meet our public. In addition, there were our practical business instructors from the credit association who taught us the fundamentals of our profession.

"I was in a world in which I could never have imagined myself a year ago. We stayed on the campus most of the time, except for evenings when we had get-acquainted sessions at one of the hotels. The credit reporting service originated about 1850 among London tailors as a black list of debtors and developed gradually to its highly respected status as a tool of modern business serving all types of credit granters. Our association, I learned, has about 2,700 members in the United States alone.

"Life is strange—we never know what is waiting for us in places we never dreamed of, especially if we have an open mind and a little curiosity. I surely hope next year will find me at the university again. Since retiring I have become convention-minded and I also plan to attend all our get-togethers in this state during the year to come. I will never be satisfied to stand still—that I know!"

Picnic Special at Miles City



The line-up crowd keeps the serving committee busy.

THE Service Club at Miles City, Mont., added to its already solid reputation for party giving with a "corn-on-the-cob" picnic Aug 23. Some 200 members, and their guests attended the affair, held at the water works park west of town.

In addition to the *piece d'occasion*, the crowd was served hot baked ham sandwiches and traditional picnic fare. The menu hit the spot on a hot afternoon. Sam Leo held forth as chef, with

the assistance of Jim Moyes, Dan Tedesco, Frank Zawada, Ben Adlard and J. D. Wagner.

Later in the afternoon a softball game was organized and the teams had a lot of fun pounding the leather. A check-up on Monday, however, disclosed plenty of sore muscles among the players. Many retired men were present to meet old friends and be brought up to date on railroad happenings.

The Milwaukee Railroad Women's Club Membership Honor Roll - 1952



Minneapolis Chapter celebrates its successful membership drive with a luncheon at the Curtis Hotel. About 70 were present.

The following chapters had, as of July 1, shown an increase in membership over that of Dec. 31, 1951, thereby qualifying for membership prizes:

Chapter	VOTING			CONTRIBUTING			TOTAL	
	July 1	Gain	Loss	July 1	Gain	Loss	July 1	Gain
Aberdeen, S. D.	509		20	751	25		1,260	5
Austin, Minn.	116	4		157	1		273	5
Avery, Idaho	64	6		118	13		182	19
Beloit, Wis.	123	1		159	1		282	2
Bensenville, Ill.	97	23		177	18		274	41
Butte, Mont.	68	1		81			149	1
Channing, Mich.	101	1		76	2		177	3
Chicago Fullerton Ave.	485	16		656	91		1,141	107
Chicago Union Station	267		13	1,023	182		1,290	169
Council Bluffs, Ia.	91	9		142	6		233	15
Deer Lodge, Mont.	121		1	149	3		270	2
Dubuque, Ia.	75	6		118	18		193	24
Green Bay, Wis.	133	1		181	25		314	26
Harlowton, Mont.	125	4		79	1		204	5
Iron Mountain, Mich.	69	3		86	1		155	4
Janesville, Wis.	203	2		251			454	2
La Crosse, Wis.	151	5		284	1		435	6
Lewistown, Mont.	124	5		171	6		295	11
Madison, Wis.	152	18		158	11		310	29
Malden, Wash.	71	1		82	1		153	2
Marion, Ia.	138	4		123	5		261	9
Marmarth, N. D.	40		4	56	5		96	1
Marquette, Ia.	182	17		213	12		395	29
Mason City, Ia.	165	3		193	16		358	19
Merrill, Wis.	38	1		30	1		68	2
Milbank, S. D.	68	1		121	3		189	4
Miles City, Mont.	259	2		299	5		558	7
Minneapolis, Minn.	223	2		809	21		1,032	23
Mitchell, S. D.	70	6		117	5		187	11
Mobridge, S. D.	155	1		143	19		298	20
Montevideo, Minn.	87	2		143	26		230	28
New Lisbon, Wis.	89	13		76	15		165	28
Othello, Wash.	65	2		139	2		204	4
Ottumwa, Ia.	253	9		370	4		623	13
Perry, Ia.	256	10		270	15		526	25
Portage, Wis.	119	1		171	3		290	4
St. Maries, Idaho	69	9		95	25		164	34
St. Paul, Minn.	112	1		321	9		433	10
Sanborn, Ia.	83	1		93			176	2
Seattle, Wash.	154	20		157	10		311	30
Sparta, Wis.	34	3		58		1	92	2
Spokane, Wash.	85	1		102	3		187	4
Terre Haute, Ind.	204	32		191	27		395	59
Three Forks, Mont.	71	1		66	1		137	2
Tomah, Wis.	255	9		261		4	516	5
Wausau, Wis.	85	4		88		2	173	2

Alexander Mitchell Was a Safety Expert

MATTHEW MITCHELL, retired Milwaukee, Wis., switchman, will be observing his 89th birthday in October, but he is still mighty steady on his feet and recently spent an afternoon inspecting the new three-million retarder installation at Milwaukee's Air Line yard. Watching the operations there he was reminded that his 54 years of service were concluded with a perfect safety record, a fact which he attributes to the good advice he received from Alexander Mitchell, who was president of the railroad when he was hired in 1883.

It happens that Matthew Mitchell—not related to the Road's famous president—was hired by Alexander Mitchell personally. The Milwaukee railroad magnate and financier who was then at the height of his career had hired young Matthew and a friend to work on a house and stable he was building at 58th and Burnham Streets. When the job was finished he called the boys to his office in the Marine National Bank, of which he was president, and after telling them he was pleased with the quality of their work, asked if they would like jobs on the railroad.

Matthew Mitchell has in his possession a letter written to him by the railroad president at the time he was hired which sets forth Mitchell's views on safety. He believes his own perfect safety record resulted from following the simple rules outlined in that letter.



Matthew Mitchell as he is today.

To Pack and Carry

MAKING up lunchbox meals day after day, keeping them nutritionally balanced, tasty and attractive, isn't as easy as it may appear. It's all too easy to get into the habit of choosing one of three or four standard sandwich fillings, enclosing it in two pieces of bread, adding an apple and placing the so-called lunch in a paper bag. That kind of a meal will keep you alive, but not particularly happy.

Here are some suggestions from the General Electric Consumers Institute to make lunch boxes interesting:

Try various kinds of bread. Remember that rye and pumpernickel are delicious and that hard rolls and crackers will be a welcome change occasionally. If you go in for triple deckers, alternate dark and white slices, but cut them into sizes that are easy to handle.

You'll have more time to think up good sandwich fillings if you prepare them the night before and refrigerate them until the morning rush hour. Be generous with fillings (but not so much so that they ooze out) and remember

that since the filling is going between slices of bread, you can afford a little bit more seasoning than usual.

Lettuce and other greens and tomatoes add zest to a sandwich but lose their crispness if left in a sandwich too long. Wrap them in wax paper and add the "trimmings" to the sandwich at lunchtime.

You can add unusual touches to the lunch box if you make use of the many containers now available. Use waxed paper cups or tubs with lids for raw vegetables (like carrot curls or cole slaw), liquids or fruit. There are all kinds of re-usable containers, ranging from plastic containers for salad, pie and cake, to custard cups for puddings and other desserts. You can even get plastic or paper forks and spoons to make eating extra lunchbox treats easier.

Chicken or Turkey Filling

- 1 cup (1 small can or jar) chopped cooked chicken or turkey
- ½ teaspoon salt
- ¼ teaspoon pepper



Sandwiches made with protein-rich chicken or turkey meat satisfy healthy appetites

- 3 tablespoons salad dressing
- 2 tablespoons chopped parsley
- ¼ cup finely chopped celery

Blend all ingredients. Add more seasoning and salad dressing if desired. For a variation, add ½ cup grated carrot and 1 teaspoon finely grated onion. Makes 1¼ cups filling—8 to 10 sandwiches.

(Recipe by Poultry and Egg National Board)

Ideas for Sandwich Fillings

Here are a few suggestions for sandwich fillings. Some of them may sound unusual, but they all have guaranteed taste appeal.

Chopped frankfurter, pickle relish, mustard and chili sauce.

Chopped chicken, walnuts, green or ripe olives, mayonnaise.

Tuna fish, minced nuts, green pepper, mayonnaise.

Grated American cheese, grated onion, dried beef, chili sauce.

Cream cheese, orange marmalade, chopped walnuts.

Cream cheese, dried beef, horseradish, onion.

Chopped egg, chopped olive, mustard, salad dressing.

Egg, canned corned beef, onion (all chopped), mustard, pickle, mayonnaise.

Chopped egg, crisp bacon, chives, mayonnaise.

Note: More suggestions for sandwich fillings will appear in this magazine from time to time. We'll appreciate, too, hearing from readers who have ideas for interesting sandwiches.

Chicken or turkey meat can be depended upon always to please the luncher. The following is a quick-to-make recipe for the sandwich course of a lunchbox meal.

Cure for the Car-Chasing Dog



ANY number of accidents can be blamed on the dog that chases cars. He annoys drivers and endangers pedestrians who happen to get in the path of cars which swerve to avoid hitting the dog. Too, thousands of pets have been maimed and killed while pursuing automobiles.

A recent issue of Better Homes & Gardens Magazine came up with a cure

for Rover's favorite outdoor sport. The article recommends first, to get two of your friends, one to drive the car, the other to handle a big pan of water. Have them drive past your home. Hold Rover in check until the car gets in front of you, then release him on the water-carrier's side of the car. The driver should reduce speed a little so that your friend will be sure to "let Rover have it."

Now you take over. Give the soused dog a good scolding and shaming. Then send him into the house. Your aim is to get Rover to associate an unpleasant experience with car-chasing. Without hurting anything but his feelings, you'll probably accomplish just that.

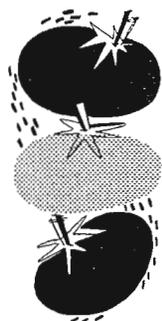
When It's Outdoor House Cleaning Time



Washing a framed canvas awning takes two—one to hold it taut while the other tackles the scrubbing job. After rinsing, straighten the scallops by pulling them along the edge stitching. The same method should be used on canvas or duck umbrellas.

THIS fall, with millions of screens and awnings to be cleaned and stored, storm windows and doors to be installed and porch rugs to be scrubbed and rolled, the men of the family will be out in force to tackle the job. Here are some tips on outdoor housecleaning:

Tomatoes Reach Peak Vitamin C Content in September



NUTRITIONISTS remind us that September climaxes the season for locally-grown, vine-ripened tomatoes in most parts of the country, and that summer field-grown, vine-ripened tomatoes contain about twice as much Vitamin C as winter and fall tomatoes. September tomatoes are also more reasonable in price and have the best flavor.

When you buy tomatoes, the size and shape you choose will depend on the way you plan to use them. For slicing, broiling or serving in stuffed tomato salad, medium-size, well-shaped tomatoes are necessary. Size and shape matter less if you plan to use them in a casserole dish or a sauce.

A pound of tomatoes will usually add up to three medium or four small ones—enough for four servings. If you're thinking of canning them, it's good to know that a bushel is equal to about 50 pounds and will yield 15 to 20 quarts of tomatoes or juice.

Wait for a day that's clear and sunny for rapid drying; choose a flat, clean spot like a back lawn, terrace or wide sidewalk where water does no harm, and assemble all the tools before starting—pail, brushes, sponge, utility cloths, soap, hose and ladder.

Awnings should be washed before storage as dirt tends to tenderize fibers and encourages mildew. It is best to wash canvas awnings right on the frame. The easiest method is to hose them off with water and scrub with a soft brush and stiff soapsuds. Rinse immediately with the hose. If you insist on taking them off the frame for washing, be sure they are pre-shrunk. Dry thoroughly before storing.

Screens, too, need a shower bath at the end of summer. Removable ones should be scrubbed with a fiber brush and soapsuds, and frames wiped well with a soapy cloth. Flush with the garden hose, or with a spray in the washtub if the job is done indoors. Copper, bronze, aluminum, plastic screens—all should be cleaned this way and thoroughly dried before being stored. For tension screens, use the same brush-lather-scrub-rinse method. Don't neglect window frame side guides. Dust gathers there and must be washed out.

A little foresight now will make it easy to replace screens next year. Gather screws, hooks and other attachments in a paper bag to tie on each unit. Mark each one for easy identification. Numbered thumb tacks can be had in pairs. Put one on the screen, the other on the door or window casing from which it was removed.

To store fiber porch and terrace rugs,

vacuum or sweep both sides. Shampoo lightly with a thick "dry" soapsuds off the top of the pail. Working on a small area at a time, follow the suds by wiping with a clean, damp cloth. Repeat until the rug has been washed on both sides. Avoid saturating wetness and be sure the rug is thoroughly dry before storing.

Keep Pies on Hand In the Freezer

MORE and more, homemakers are discovering there's an easy way to serve pie any evening without spending the afternoon in the kitchen. Just pick a day when you're in a baking mood, prepare several pies and store them in your food freezer. They'll keep two to three months.

Chiffon pies, mince and fruit pies freeze well. Cream or custard-type pies tend to become grainy and crack; some will curdle and become lumpy and are therefore not recommended for freezing. Meringue toughens and shrinks when frozen.

Pies may be frozen unbaked or baked. If a two-crust pie is to be frozen unbaked, do not cut openings in the top crust until just before baking.

Baking Frozen Pies

Unbaked pies should not be thawed before baking. Remove wrapping, make



LACE FOR THE TABLE. For company entertaining or a small buffet supper, the lacy effect of crochet is stunning with crystal and silver. Even a simple meal becomes a special occasion when served on this setting. These stardust doilies measure about six inches across and can be crocheted in a jiffy. The direction leaflet for DOILY SET is available without charge. Address requests to The Milwaukee Road Magazine, room 356 Union Station, Chicago 6, Ill.

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vents in top crust and place in a 400° F. oven. Bake until brown; it will take about 15 minutes longer than when the



pie is baked before freezing. With fruit pie, be sure the filling is bubbling in the center before removing from the

oven—that means it has thickened properly for serving.

Notes on Chiffon Pie

Chiffon pies should be thawed in the original wrappings. They may be thawed in the fresh food compartment of the refrigerator, at room temperature or in front of an electric fan. Some fillings have a tendency to stick to wrappings. In such cases the wrapping can be removed before the pie is completely thawed, or a thin layer of whipped cream can be spread over the pie before serving to cover the uneven surface.

How to Thaw Frozen Pie

A 9-inch pie will thaw at room temperature in 1 1/4-2 hours. To hasten thawing, unwrap pie when it is almost completely thawed and cut in serving

pieces. Serve chilled but not cold, to prevent a rubbery texture in chiffon pies containing gelatin. Pies, such as fruit pies which you wish to serve warm, may be heated and thawed at the same time. Remove wrapping and place the frozen pie in a 400° F. oven. It will thaw and heat in 30-40 minutes, depending on the thickness.

(General Electric Consumers Institute)

Two small boys were holding up the party line with an interminable conversation. While the childish prattle was going on the third subscriber on the line, a woman, made several attempts to put through a call. Finally she lifted her receiver, waited for a lull in the conversation, pitched her voice to an imitation of a childish treble and said:

"Well, good-bye".

Thinking the conversation at an end, both boys hung up, and the woman made her call. —Telescope.

retirements

The following employes' applications for retirement were recorded during August, 1952

CHICAGO GENERAL OFFICES

HAMMER, CARL V.
Trav. Accountant Chicago, Ill.
O'KEEFE, MARGARET C.
Timekeeper Chicago, Ill.
REYNOLDS, BOYCE E.
Waiter Chicago, Ill.

CHICAGO TERMINALS

BOCHENEK, TOM A.
Coach Cleaner Chicago, Ill.
CRYSLER, RALPH L.
Machinist Bensenville, Ill.
DAVIS, WILLIAM J.
Ex. Gang Laborer Chicago, Ill.
FLETCHER, JOHN
Machinist Bensenville, Ill.
KOUFAKIS, MIKE
Frt. Handler Chicago, Ill.
WACHMANN, FRED W.
Car Inspector Galewood, Ill.

COAST DIVISION

ATCHISON, JOHN D.
Conductor Beverly, Wash.
ATKINSON, WEBB
Sec. Laborer Tacoma, Wash.
CONLEY, JOSEPH P.
Loco. Engineer Tacoma, Wash.
COOMBES, FRED C.
Crew Lineman Tacoma, Wash.
JOHNSON, EDWARD
Leadman Tacoma, Wash.
KRAVAS, JAMES W.
Sec. Foreman Blyn, Wash.
LANGE, HERMAN A.
Loco. Engineer Bellingham, Wash.
OLSON, OLAF F.
B & B Carpenter Tacoma, Wash.
SUDBORO, GERALD L.
Ex. Gang Laborer Whittier, Wash.

DUBUQUE & ILLINOIS DIVISION

ARTUS, GEORGE A.
Conductor Dubuque, Iowa
CLARK, ROSS
Roundhouse Laborer Nahant, Iowa
HALL, JOHN R.
Yard Clerk Davenport, Iowa
HOBBS, SAM P.
Conductor Ottumwa, Iowa
LEWZADER, ELMER
Loco. Engineer Ottumwa, Iowa
RADCLIFFE, HENRY E.
Agent-Operator Byron, Ill.
SHOOK, CHARLES A.
Loco. Engineer Elgin, Ill.
YOUNG, GRANT U.
Conductor Ottumwa, Iowa

HASTINGS & DAKOTA DIVISION

REESE, FRANK F.
Loco. Engineer Aberdeen, S. D.

IOWA DIVISION

BARNOSKE, GEORGE R.
Chief Clerk Marion, Iowa
BRINTON, STEPHEN M.
Switchman Perry, Iowa
FRAZIER, ROSCOE L.
Loco. Engineer Des Moines, Iowa
FREELAND, JOHN L.
Roundhouse Laborer Council Bluffs, Iowa
GRAU, ALBERT P.
Roundhouse Laborer Manilla, Iowa
KANEALY, JAMES E.
Conductor Perry, Iowa
MELLETT, WILLIAM V.
Trucker Perry, Iowa
OLSON, FRED
Carman Council Bluffs, Iowa
STEFANAKIS, GUST
Sec. Laborer Cedar Rapids, Iowa

TINKER, DON W.
Agent Delhi, Iowa

IOWA & DAKOTA DIVISION

HILBURN, AMOS M.
Conductor Sioux City, Iowa
HILL, FREDERICK A.
Pipefitter Sioux City, Iowa
KUBES, VACLAV
Sec. Laborer Beulah, Iowa
PARKER, ALBERT W.
Roundhouse Foreman Mitchell, S. D.
RAINES, GEORGE A.
Operator Sioux Falls, S. D.
STONE, JOHN J.
Pipefitter Helper Sioux City, Iowa
THORPE, GEORGE G.
Agent Tripp, S. D.

IOWA & SOUTHERN MINNESOTA DIVISION

NELSON, CHRIS P.
Trucker Austin, Minn.

LA CROSSE & RIVER DIVISION

FIDLIN, HARRY J.
Brakeman Minneapolis, Minn.
HANSON, WILLIAM G.
Agent & Operator Lake City, Minn.
KAMMUELLER, OLIVER F.
Machinist Tomah, Wis.
ROHDE, FREDERICK G.
Operator Camp Douglas, Wis.
VAUGHT, ELMER J.
Agent-Operator Hubbellton, Wis.

MADISON DIVISION

KIDD, WEBSTER
Boilerwasher Helper Beloit, Wis.
MEHREN, ARTHUR A.
Brakeman Madison, Wis.

Afternoon of Thrills



Leo Kenney (left), general chairman of the Hiawatha Service Club, and Herman Kreitlow, chairman of arrangements committee, do the honors. The children, left to right: Pamela Hollon, Elsie Fuller and Mark Masiakowski.

As "ANGELS" to Milwaukee's orphan children, members of the Milwaukee Hiawatha Service Club provided an afternoon of thrills for 225 small-sizers on Aug. 27. The setting for the annual party was Kiddie Land, the fun center at Old Heidelberg Park outside the city.

The Service Club outing, which meets the need for keeping active children entertained during the long summer vacation, is endorsed heartily by the Milwaukee institutions. Arriving by bus-load with their escorts, the children sized up the Kiddie Land layout and proceeded to romp through the afternoon at a pace that kept the thrill providers out of breath. With the ingeniousness peculiar to small boys and girls, they managed to get into and out of more rides during a few hours than would seem humanly possible. The favorites were those so dear to all children's hearts—the pony rides and the miniature train (see back cover.)

And how hungry can active children get? The refreshment tabulation at the end of the afternoon was a revelation; 750 hot dogs, washed down by 500 bottles of pop, topped off with 400 dishes of ice cream. The committee which took the inventory consisted of Herman Kreitlow as chairman, Erwin Tarnow, Charles Michalski, Leo Kenney, William Cary and Oliver Weissenborn.

MILWAUKEE DIVISION

GERRARD, VERN L.
Train Baggage man Chicago, Ill.
GIMBEL, REINHARD
Carman Mendota, Ill.
KUHN, HENRY F.
Loco. Engineer Milwaukee, Wis.
MLODZIK, ADAM M.
Crossing Flagman Hartford, Wis.
TRITZ, MELITUS A.
Clerk Rondout, Ill.
WEHMEYER, ADOLPH
Crossing Watchman .. Elkhart Lake, Wis.

MILWAUKEE TERMINALS & SHOPS

ANDRITSCH, MARTIN
Carman Milwaukee, Wis.
BUSCHMAN, LOUIS A.
Asst. Foreman Milwaukee, Wis.
DEWS, HUNTER E.
Machinist Milwaukee, Wis.
JACOBS, GEORGE W.
Electrician Milwaukee, Wis.
McCANN, WALLACE P.
Car Inspector Milwaukee, Wis.
PORSOW, ALFRED J.
Upholstery Helper Milwaukee, Wis.

RADANKE, WILLIAM
Trucksmith Milwaukee, Wis.
UTZIG, JOHN M.
Carman Milwaukee, Wis.

ROCKY MOUNTAIN DIVISION

GERDTS, CHARLES W. O.
Custodian Phosphate, Mont.
SCHURTZ, MYRON W.
Checker Harlowton, Mont.

TERRE HAUTE DIVISION

BOYD, ERMEL G.
Agent Terre Haute, Ind.
CARMODY, GEORGE M.
Carman W. Clinton, Ind.
LEITZMAN, WALTER D.
Carman Helper Terre Haute, Ind.
MARSHALL, GROVER C.
Hostler Terre Haute, Ind.
NEWBERRY, CLARENCE R.
Sec. Foreman Momence, Ill.
RIDDLE, SAMUEL
Loco. Engineer West Clinton, Ind.
THUNHERST, HERMAN H.
Police Officer Terre Haute, Ind.
WOOD, JAMES R.
Clerk Bedford, Ind.

TRANS-MISSOURI DIVISION

COBB, GEORGE F.
Conductor Miles City, Mont.
NOCTOR, JAMES G.
Machinist Miles City, Mont.
PARKER, SAMUEL H.
Machinist Miles City, Mont.

TWIN CITY TERMINALS

HANSEN, FRED L.
Sec. Laborer Minneapolis, Minn.
HANSON, JOHN B.
Ex. Gang Laborer Minneapolis, Minn.
HAWLEY, EARL R.
Machinist Minneapolis, Minn.
HIDDLESTON, EMILY J.
Clerk-Steno. Minneapolis, Minn.
LANCASTER, JEFFERSON
Stevadore Minneapolis, Minn.
McMONAGLE, RAYMOND C.
Trucker Minneapolis, Minn.
MYRON, CARL
Clerk Minneapolis, Minn.
OLSON, BERT O.
Car Inspector St. Paul, Minn.
REKSOS, SIVERT
Lumberman Minneapolis, Minn.
SKOW, JOHN
Caller Minneapolis, Minn.

*This subject of railroad rags-or-riches is not merely a matter of academic discussion. All men and women who travel or ship goods have an interest. Wisconsin taxpayers have an interest because railroads pay taxes; they cannot pay taxes unless they make money. The tax load that railroads cannot afford to carry is a tax load that inevitably will be shifted to other taxpayers. * * * We don't want to see the railroads fail, or the government take them over. When railroads become such poor earners that they fail to attract investment capital, one of these courses, or both, become inevitable.*

—Madison (Wis.) State Journal

The Milwaukee Road Magazine

about people of the railroad

Rocky Mountain Division

EAST END

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

Conductor Thomas Fairhurst, Brakeman W. E. Dixon and General Passenger Agent Wallace of Chicago spent a week at Cliff Lake, fishing. From what some folks around here say, this group brought in some whoppers.

Trainmaster Simons and Trainmaster Ryan traded places last month. Simons was transferred to Sioux City and Ryan to the Rocky Mountain Division here.

Engineer D. P. Elliott who has worked for the Road since Dec. 12, 1910, retired Aug. 14. Mr. Elliott bought a nice home in Butte where he intends to live in the future.

Engineer M. F. Elliott visited in Los Angeles and Sun Valley, Idaho, on his recent vacation.

Conductor Ernie Hier who is on the Galatin Valley local has let it be known that he will retire in September.

Now that the wind is shifting, many of us winter fishing enthusiasts are getting our bamboo poles and sinkers ready for the lowly whitefish. Conductor Chuck Adams is being pestered to death with questions as to the best spots to catch the big ones.

NORTHERN MONTANA

Pat Yates, Correspondent
Car Foreman, Lewistown

I regret to report the sudden death of Mrs. Joe Parac, age 42. Our sympathy to Joe, Tom, and Rudy.

Joe Smeltzer, retired conductor, and Tom Morgan, retired roundhouse foreman, were recent visitors here. Mr. Smeltzer was here from California, Tom Morgan from Miles City. Tom is connected with the game commission and was here for the annual fish fry.

Conductor Sam Robinson went to the coast to have an operation on his neck. Conductor Baumgartner is holding his run on train 292.

Section Foreman C. (Gus) Nicola retired Aug. 1 after 32 years of faithful service. His future home will be at Bonner. Rueben Weber, section foreman from the Missoula Division, took the Straw section.

John Smeltzer, retired engineer of Three Forks, now living in California, was in Lewistown to visit old friends. John lived in Lewiston before the war.

Operator Donald Samuel was home for a few days after being released from boot training. He returned to the Navy Sept. 1.

Conductor Lou Wandell is ill at this writing and his passenger run is being held by Conductor J. A. Wilson.

Agent L. M. Dyer retired July 1 after 44 years of service with the Road. His job at Moore was filled by Agent D. W. Amick.

Engineer W. F. Foshag has received his 50-year "gold" pass. Mr. Foshag is the first one on the Northern Montana to get one.

Fireman Ralph Lilly of Harlowton, who

has been working on the diesel between Harlowton and Lewistown, was promoted to engineer and is now running engines out of Lewistown.

A. E. "Al" Gist, DF&PA with headquarters in Great Falls, retired Aug. 31. Mr. Gist began his railroad service in 1912 with the Idaho & Washington Northern at Spirit Lake. When that line became a part of the Milwaukee in 1914, he transferred to the traffic department in Spokane where he subsequently was city freight agent and traveling freight and passenger agent. He was DF&PA with headquarters in Aberdeen, Wash., before transferring to Great Falls in 1944. His plans for the future, he says, allow for more time to enjoy music, some golf, growing flowers and travel.

Iowa Division

EAST END

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

Mrs. Stanley C. Thomas again scored high with her exhibits at the annual show of the Marion Nature and Garden Club on Aug. 13. She and Mrs. Edwin R. Carlson tied for the sweepstakes. Mrs. Thomas is serving as president of the club this season.

Following a vacation in Wisconsin, Mr. and Mrs. Guy W. Miller of Homestead, Fla., visited with friends in Marion. Mr. Miller is a former chief clerk.

Mr. and Mrs. L. S. Dove spent three weeks at their cottage at Cross Lake, Minn. Dispatcher Norman Gorman worked as chief during the absence of Mr. Dove. He was relieved by Quentin Torpin, formerly of Kansas City.

Dispatcher R. L. Martin, wife and daughter were in Canton, Ohio, visiting Mrs. Martin's parents during August.

Capt. and Mrs. R. K. Horne of Ft. Worth, Tex., with their daughters Patricia and Marcia, visited Mrs. Horne's parents, Division Engineer R. A. Whiteford and wife, in July. Another daughter, Patricia of New York City, and their son Ralph Jr., with his wife and daughters Cynthia and Constance of Marshalltown, came to Marion to join the family group.

R. R. Mills, wife and daughter Rosemond, recently made a trip to the west coast, visiting Glacier and Yellowstone National Parks.

The R. M. Low family occupied their summer home 12 miles west of Rapid City, S. D., for several weeks, during which Assistant Engineer Low constructed a rustic bridge across a creek running through his land; necessary because of the high water damage through his land during the spring floods.

P. E. Rion, wife and daughter Judy, toured the Black Hill country during August. Paul operates the Fordson mower and works in the track department at Marion.

Joe Turkal, brakeman at Oxford Junction, was married recently to Miss Marjorie Fulton, daughter of Conductor Bruce Fulton. The



BUDGIE SITTER. Train schedules, budgie schedules, it's all in the day's work for K. R. Coughlin, district passenger agent at Butte. The story behind this is that Mrs. Montana Kieth of Butte, learning Mr. Coughlin was in Chicago and leaving for home, had telephoned a Chicago store to deliver a parakeet to him—parakeets, she said, can't be purchased in Montana. And that's how Mr. Coughlin happened to be on the Olympian Hiawatha Aug. 15 as baby sitter for a parakeet, equipped with budgie's food and feeding schedule.



HIAWATHA SUNDAY. Old Heidelberg Park was the liveliest place around Milwaukee on Sunday, Aug. 17, as the Hiawatha Service Club was host to upwards of 900 youngsters and some 1,500 members and their friends, the occasion being the club's 14th annual family picnic. The program for the all-day outing followed the pattern which is now a Service Club tradition—a treasure hunt, games for the children and grownups, a concert by the Hiawatha Service Club Band and a one-hour professional show, with a popular dance orchestra playing from late afternoon until closing time. The picture above shows a part of the crowd at the bandstand; below, a tense scene in the small fry balloon contest. E. Schmechel was picnic chairman, assisted by P. Bubolz, O. Kettner, H. Kreitlow, F. Skola and E. Tarnow.

wedding took place at Solon, Ia., in the Methodist church. They honeymooned in Minong, Wis.

On July 20 Miss Helen Wescott entertained 60 guests at a surprise picnic supper celebrating the 50th wedding anniversary of her parents, Mr. and Mrs. C. L. Wescott. Mr. Wescott is a retired Milwaukee brakeman.

Traveling Freight Inspector T. E. Manton, wife and daughter were guests of the J. B. Dedes in Spokane in early August.

W. R. Reep died suddenly on Aug. 9, age 70. Mr. Reep retired as a Milwaukee passenger conductor on Sept. 1, 1946, after 45 years of railroad service. Recently he had been engaged in making plans for the annual Old Settlers reunion scheduled for Aug. 28 in Marion. He had been serving as president of the Linn County Old Settlers Association for the past year.

Little Tommie Matthewson, grandson of

Lew Matthewson, retired lineman, is a patient in the University Hospital in Iowa City at this writing. He was stricken with polio on Aug. 19.

Off-Line Offices

Gerrit S. Barnes, traveling freight and passenger agent with headquarters in Denver, has resigned his position to enter the Episcopal ministry. Mr. Barnes had been with the Road since 1927, starting in the Denver office as a stenographer. He was appointed city freight and passenger agent in 1947 and traveling agent last Jan. 15. Studying for the priesthood since 1940, Mr. Barnes was ordained a deacon in 1946 and a priest in May of this year. In his new work he will be affiliated with St. John's Cathedral of the Episcopal Church, in charge of the Wellshire-University Hills Mission which the cathedral is establishing.

Idaho Division

Mrs. Ruth White, Correspondent
Office of Agent, Spokane

Pvt. Jack M. Mayeda, son of Mr. and Mrs. Genpei Mayeda of Othello and a former perishable freight inspector for the Road is now on security duty with the 1st Cavalry Division in Japan. His unit, one of the first to fight in Korea, was transferred to Japan last December after 17 months of combat. Private Mayeda who is a former student of Seattle Pacific College entered the Army in July, 1951.

You can save a lot of unnecessary conversation if you remember that people aren't going to take your advice unless you are a lawyer or a doctor and charge them for it.

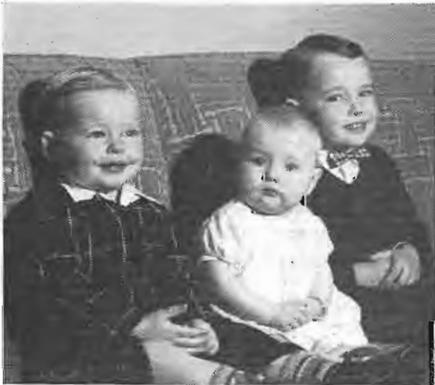
The Milwaukee Road Magazine



MORE TIME FOR CRIBBAGE. The engineer-conductor team of Charles Walters and Edward Crooker wind up nearly half a century of service bringing No. 16 into Minneapolis Aug. 30. Retirement means, they said, that they'll now have more time to get in their usual cribbage games. Walters lives in New Richmond, Wis., and Crooker in the nearby community of Star Prairie.



HOLLYWOOD TRAVELS. Film stars Joan Bennett and Zachary Scott arriving in Seattle on the Olympian Hiawatha Aug. 26 with the touring company of Bell, Book and Candle, a stage play concerned with love and witchcraft. The troupe traveled on the Milwaukee coming from previous engagements in Chicago and Minneapolis. Miss Bennett, the mother of four girls, was accompanied by the two youngest, Shelley and Stephanie (right). Miss Bennett praised the Olympian Hiawatha dining car cuisine and other services of the famous streamliner.



KID STUFF. Three lively grandchildren, Timmy, June Ellen and Denny Crull, keep Art Schultz of the mechanical engineer's office at the Milwaukee shops on his toes. The same goes for their father, Don Crull, a locomotive fireman in the Milwaukee terminals.



TERMINAL TRIP. Henry Kuehn, Morning Hiawatha engineer, being congratulated by Chief Train Dispatcher H. L. Martin as he brought No. 5 into Milwaukee on his last trip before retiring Aug. 1. Starting as a fireman in October, 1909, Mr. Kuehn had been an engineman since February, 1915. Incidentally, the crew on his last trip was a conspiracy of "Henrys"—in addition to Mr. Kuehn, Henry Schommer as conductor; Henry Martini, flagman; Henry Furman, collector; and Henry Roesch, brakeman.



WHALE OF A HAUL. On a fishing vacation in Manitoba, Canada, with a guide, Harvey Knack, Milwaukee Shops cabinetmaker (right), and Al Heise, tinsmith (center), harpooned these white whales at the mouth of the Churchill River on Hudson Bay. The big fish averaged over 1,000 pounds. They are processed for their oil, which is used for watches and other precision machinery.





GOLD PASS ANNIVERSARY. Louis Schiefelbein, conductor between Mobridge and Miles City, who recently received his "gold" system pass in recognition of 50 years of service, pictured with Mrs. Schiefelbein and granddaughter Christine Lohr. Starting on the La Crosse Division, Mr. Schiefelbein was also employed on the old Wisconsin Valley Division before transferring to the Trans-Missouri at Mobridge in 1912. He has been a conductor since 1918.



AIR CONQUEST. 1st Lt. Robert E. Barnes, shown here with his father, E. C. Barnes, electrical engineer in Seattle, was credited with one of six Communist jet fighter planes shot down in Korea Aug. 6. The Barnes' have two other sons in service, Richard, a Navy fighter pilot who is now in Japan in charge of a detachment which tests carrier planes, and Jack, an Army man stationed at Ft. Lawton, Wash. Robert and Richard were both flyers in World War II. This picture was taken Aug. 16 when Robert surprised the home folks with a visit as he was returning to his squadron base in England.



BIG TOWN STATION GARDEN. Main line traffic passing Mont Clare, local stop on Chicago's west end, gets only a glimpse of this green oasis back of the station. The credit for maintaining the park-like approach belongs to Jim Messina, a building maintenance employe in the Mont Clare district since 1929 who lives close to the station and enjoys working around the grounds when he has finished with his own garden. The park was originally landscaped by the Mont Clare Women's Club, but Jim has put in many additional plantings, including trees and flower beds. The seeds for the latter are an annual gift from the Ferry-Morse Seed Company for whom Mont Clare is a centralized shipping point. Close up, Jim is seen showing a new variety of zinnia to Agent K. C. Fortner (left), who lends him a spare time hand, and General Foreman L. F. Lombardo.



Seattle General Offices

Margaret Hickey, Correspondent
General Manager's Office

The Foss Launch & Tug Company was host Aug. 18 and 19 to the traffic and operating departments aboard the yacht "Thea Foss." The traffic department party, including wives and husbands, numbered 35 and the operating department numbered 50. The boat left the Foss dock on Lake Union about 6:00 P.M. headed for the waters of Puget Sound, through the government locks, circling Bainbridge Island and Elliott Bay. A delicious dinner was served by the crew. Henry Foss and Paul Pearson were on hand to see that everything was shipshape and to answer the questions of the "railroaders." The yacht was formerly owned by John Barrymore and was acquired by the Foss people about two years ago.

Milan P. Celleyham, adjuster in the freight claim department, passed away at Providence Hospital Aug. 9 after an illness of about a year. Mr. Celleyham was born in Dunneville, Wis., on Oct. 4, 1894 and served in World War I. He entered the service of the Milwaukee on Feb. 21, 1920, as clerk in the freight office, holding subsequent positions of weighmaster, car clerk and warehouse checker until May, 1943, when he transferred to the claim department. He retired on Nov. 6, 1951 due to illness. He is survived by his wife Mabel.

Mrs. Lucille Eaton, clerk in the transportation department accompanied by son Bob, spent two weeks' vacation with Mrs. Eaton's parents in Minneapolis. On the going trip they traveled over the Canadian Pacific and viewed the Canadian Rockies for the first time.

Fred Nagel is the new steno mail clerk in the general passenger agent's office, filling the vacancy created by the resignation of Bill York.

Ann Hensel of the freight claim department started her vacation Sept. 1 and headed for Milwaukee and vicinity. She intended to spend most of the time on the farm of friends close to Milwaukee.

Sympathy is extended to the J. F. McConahay family on the death of Mrs. Joseph Nolan of Milwaukee, formerly Helen McConahay. Besides her husband, Mrs. Nolan leaves two sons, Gerald, 16, and Dennis, 7.

Leona Murphy, clerk in the transportation department, left Sept. 29 for Quebec, Canada. She planned to return via the Canadian Railways, making stops at Calgary, Banff and Lake Louise.

Frank Robb is the new steno-clerk in the reservation bureau, taking over the position formerly held by Kenneth McKee who resigned.

Sally Kay is the new addition to City Freight Agent Stanley Cloke's family, making her appearance Aug. 18. She has a sister and brother.

Roy Spogen, traveling car agent with headquarters at Harlowton, Mont., took over the desk of Car Distributor Tom Quinn while Tom was on vacation with his family.

Kay Lutz, stenographer in the traffic department, resigned her position and returned to Vancouver, B. C. Jessie Hutchinson has taken over the vacated position and Lillian Javette replaced Jessie.

Trans-Missouri Division

EAST END

Dora H. Anderson, Correspondent
c/o Agent, Moberg

Division Freight and Passenger Agent C. S. Winship is back on the job after being ill since last June.

Agent and Mrs. F. C. Williams of Moberg attended the summer symphony concert at Northrup Auditorium, Minneapolis, July 31 when their daughter, Frances Williams Anderson, sang. They were accompanied home by Mr. and Mrs. Anderson and their son John, who spent three weeks here. While here, Frances sang in the various churches, to the enjoyment of her many friends.

A. S. Hagan, retired engineer, and wife spent their vacation fishing in northern Minnesota and Canada.

Agent Josephine P. Smith relinquished her assignment at La Plant, S. D., and took the extra board, moving to Marmarth to be with her husband, Agent George Smith. Frank Scherr was assigned to La Plant.

Miss Nancy Caldwell, daughter of Clyde Caldwell, retired engineer, was married July 4 to James Landis at Yuma, Ariz. James, who formerly worked as yard clerk in the yard office here, is now in the Navy, stationed at Bremerton, Wash.

Miss Arvilla Stiles, daughter of Conductor Frank Stiles, has returned from a trip to Hawaii where she spent the summer with her friend, Miss Kay Strett of Ipswich, S. D. Miss Stiles will teach in the Moberg schools this year.

Conductor Roy Haux won a free trip to Bermuda, sponsored by the Radio Corporation of America. Flying to New York, he sailed on the "Queen of Bermuda" and had a marvelous trip.

Agent F. L. Hunkler of Mott, N. D., who has been off duty since May on account of illness, is being relieved by L. M. Friemark.

Branch Line Roadmaster Myron Olson and wife are the parents of a boy, William Frederick, born Aug. 13.

Roundhouse Clerk Billy Jay and wife have returned from a vacation spent in Southern California. Trucker John Baum, wife and daughter Lorraine, spent their vacation at Excelsior Springs, Mo. Mrs. Ross Grange, wife of conductor, and daughter Beth have returned from their summer's vacation at Vancouver, Wash.

Engineer Hewitt Patten and wife, Conductor L. W. Clark and wife and Mr. and Mrs. Howard Ellison attended the Grand Conclave of Knight Templar at Vermillion, S. D., going from there to Minneapolis to take in the State Fair.

Car Foreman A. W. Arvidson and wife and Conductor L. W. Schiefelbein attended the veterans' convention in Milwaukee Aug. 27-28.

WEST

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

Milwaukee men who are hunters are assured a full season this fall in Montana. The Fish and Game Commission has set the dates for various seasons. Antelope may be taken by permit holders in many counties after Sept. 19. A little later there will be a grouse



THE GRAND TOUR. A group of Moberg area young people who returned Aug. 21 from a 10-week bicycle tour of Europe with the American Youth Hostels, Inc., of New York. From left: Bill Potts, Delores Salziedler, Lucille Johnson, Patsy Fraher and Dick Morrison. Lucille and Patsy are the daughters of Warehouse Foreman Ludy Johnson and Conductor Ralph Fraher, respectively. The tour included Germany, Austria, Switzerland and France. (Moberg-Tribune photo)

and sagehen season followed by a liberal period for migratory bird shooting. Sportsmen are also assured of a longer deer season this year since an overpopulation of the animals requires a sharp reduction in numbers.

Mr. and Mrs. Bill Klar and daughter Dona Jean recently attended the reunion of the William A. Klar family at Polson, Mont.

Engineer Harry D. Shields passed away Aug. 7 at a Miles City hospital after a long illness. He was born July 13, 1889, in Attica, Ind., and entered the employ of the railroad as a fireman in 1908. He is survived by his wife, two daughters and a son. Mr. Shields was a member of several Masonic organizations and of Al Bedoo Shrine of Billings, Mont. The Masonic Lodge conducted the rites at the burial in Custer County cemetery.

Superintendent J. T. Hayes, president of Miles City Rotary Club, the club board of directors and their wives entertained H. J. Brunnier, the new president of Rotary International, and his wife at a dinner at the Crossroads Inn Aug. 17. Mr. Brunnier visited the local club members while on his way to Billings, Mont., where he was the featured speaker at a gathering of Montana and Wyoming Rotarians.

George F. Cobb, retired conductor, left Aug. 16 for St. Paul, where he will make his home with his daughter, Mrs. Martha Steinmetz.

Mrs. Earl Farr, Mrs. E. V. Wilson and Miss Frances Campbell, whose tour to Alaska on a passenger liner was interrupted by a collision off Vancouver, did not allow the disaster to ruin their vacation. Upon their return to Seattle they were able to find vacancies on the cruise ship Aleutian which sailed a few days later. They had a fine vacation trip and visited the principal Alaskan ports and scenic spots. The party returned from Seattle on the Columbian.

Chicago Terminals

GALEWOOD

Norma Gunderson, Correspondent

Herman Hanson, route clerk, returned from his leave of absence Aug. 4 and was back only a few days when he was rushed to the Alexian Brothers Hospital for an emergency appendectomy. From all reports he is doing nicely.

Irene Dumanowski returned from her leave of absence on Aug. 5.

Neva Singerling and Milton Johnson of the car record department were the first to attend school on the new IBM machines which are to be installed in the Galewood office in the near future.

A. E. Strohmeier, cashier, has taken a 90-day leave of absence. Both he and his wife have left for Corona, Calif., due to illness. Incidentally, they will be living near Retired Car Distributor Carl Stark. Sidney Beaubien has taken over the position of cashier temporarily.

Harry P. Brown, retired rate clerk, passed away Aug. 16 at the age of 76 after a long illness.

William Boss, retired cooper, sends his regards to his friends at the freight house.

Al Wagner, supervisor of car records, and wife enjoyed a vacation in the Black Hills and other interesting points.

Bill Clerk Paul Carter and wife are now living in their new home at Bensenville, Ill.

Bill Collector Nick Kockler vacationed in Seattle this summer.

Sgt. Raymond J. Rackow, formerly employed at Galewood freight house and son of Trailer Foreman Emil Rackow, was wounded July 5 and is now hospitalized in Japan. Get well wishes will be appreciated. His address can be obtained from this correspondent.



FAREWELL PARTY. Scene at a dinner in honor of Oscar Nelson, storage clerk at the Union Street freight house, Chicago (left), who retired Aug. 1 after 30 years of service. Agent R. C. Larson is shown presenting him with a gift as Mrs. Nelson and Mrs. Larson look on. A gardening hobbyist, Mr. Nelson's retirement plans center around his fine garden at home in Geneva, Ill.



Steve Thomas, stower in house 2, suffered a stroke and at this writing is in the hospital. A. LaRocco, motor lift operator in house 2, is in the hospital to undergo a throat operation.

Note! We are unable to locate relatives of Steve Thomas. However, we learned he worked for the Road in Minneapolis prior to World War I and is a veteran of World War I. He has been employed at Union Street for the past six years. If you can furnish any information concerning Steve, please get in touch with R. G. Larson, agent at Union Street.

Frank San Fillipo, checker in house 5, has returned to work after being home for some time due to illness.

Roy T. Norris has taken the position of storage clerk.

Union Street was represented at the convention in Milwaukee by George Thomas, George Searles and Frank LaSalle.

CINDER PATH GARDENER. Just because he happens to like flowers—he has a beautiful garden at home—Switchman Emil Licke has kept this trackside flower bed flourishing under the Robert Street bridge in St. Paul since 1928. This year he has moss roses, four o'clocks, zinnias, petunias, morning glories and lilies. Watering them is no problem. The water cooler in a nearby shack has a bucket to catch melted ice, and when the bucket fills up Mr. Licke pours it over the plants. Passersby often lean over the bridge to admire the flowers. (St. Paul Dispatch-Pioneer Press photo)

Sympathy is extended to the family of Switchman Dan Magel who was fatally injured on Aug. 18. He is survived by his wife Betty and four children.

Rose Arms, telephone operator, and her husband are touring Colorado on their vacation at this writing.

Frank J. Lucas, checker No. 1, and his wife acquired another great-grandchild Aug. 25. They are now grandparents of 12 and great-grandparents of 3. Checker Stanley Lucas, Frank's brother, became the grandfather of Patricia Ann Aug. 18.

UNION STREET

Florence La Monica, Correspondent

Sorry to report the death of Fred Haslow, crane operator, prior to his retirement. Sympathy is extended to the family.

Twin City Terminals

MINNEAPOLIS PASSENGER STATION

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

River Division Trainman T. E. LeBoutillier and wife left Minneapolis Aug. 26 for a trip to Europe, with stops in England, Scotland, France and Italy.

Her many friends were sorry to see Marilyn Zerr of Signal Supervisor Dunn's office leave Minneapolis Aug. 29 to take up her new duties in L. B. Porter's office at Milwaukee. She was succeeded by Harriet Yore.

Smoke Abatement Engineer W. H. O'Neil who was hospitalized for a week recently is still at home at this writing.

ST. PAUL TRAFFIC DEPARTMENT

Brooksie Burk, Correspondent
c/o General Agent

While this is not exactly St. Paul news, we can all take pride in our share in the story.

The Hawthorne Melody Farms of Libertyville, Ill., shipped two cars of livestock via our line from the Wisconsin State Fair to the Minnesota State Fair, and on Aug. 25, about one hour before arrival at St. Paul, one of the blue ribbon prize winners gave birth to her first calf. Ken Monson, in charge of the livestock, said No. 63's run was so smooth that the new mother didn't miss the comforts of her own barn for the happy event.

It is noted that the August, 1952, issue of the Magazine contained an item in this column indicating that Douglas Sutton was formerly chief clerk in our local freight office. This should have read "in our Minneapolis local freight office."

SOUTH MINNEAPOLIS CAR DEPT. AND COACH YARD

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



Norman Tuomie

Norman Tuomie, former laborer at the Minneapolis shops and son of Welder Wayne Tuomie, was the honor man of his company in training class at the Reserve Naval Training Center, Great Lakes, Ill. He was graduated Aug. 16.

Einar Hauger, who has been at Veterans Hospital, visited the car department office recently. George Beguhl, former captain of police who has been ill, also visited the shops last month.

Carman Lauritz Wiken who has had pneumonia has been absent for about two months.

Carman Helper Elmer Holte returned to work last month following two months' illness at Veterans Hospital.

Carmen Edgar Lemay and Darwin Brunkow are on two weeks' Army Reserve training at Camp McCoy, Wis., at this writing.

Mr. and Mrs. John W. Anderson welcomed a baby boy Aug. 19.

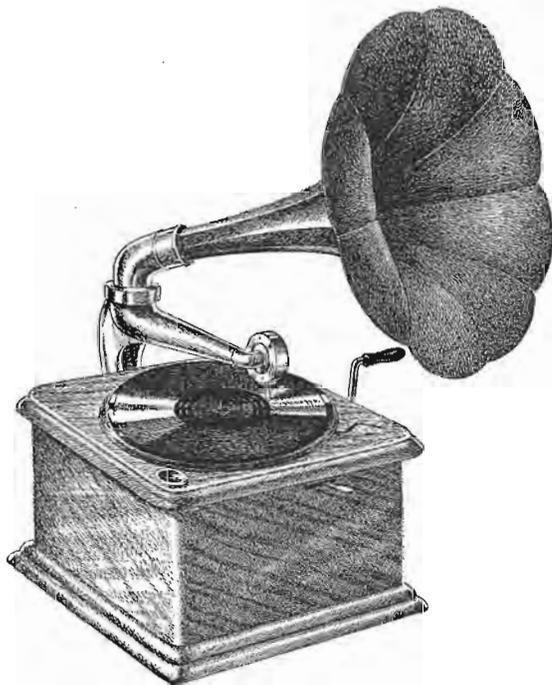
Foreman Lindemer and wife vacationed at Niagara Falls. Others vacationing at far away places were Carman Harry Hauger and wife who visited on the west coast, Carman Mike Rollins who visited his brother in Seattle, and Clerk Neva Ross who was in San Francisco and Los Angeles.

Store Department Helper Sivert Reksas retired July 25 following 30 years of service. Machinist Earl Hawley retired Aug. 1 following more than 25 years of service in the locomotive department.

Clerk Emily Hiddleston of the locomotive roundhouse office retired Aug. 1. A delicious dinner was served by Miss Agnes Robertson, also of the locomotive department, in Emily's honor on Aug. 18. All the gals enjoyed the gala get-together.

Attention—Twin City Terminal Employees

THE ANNUAL retirement party in honor of employes from all departments in the Twin Cities who have retired from the service of the railroad since Nov. 1, 1951, as well as those who plan to retire before Jan. 1, 1953, will be held Thursday, Oct. 23, at the Dyckman Hotel in Minneapolis at 6:30 P.M. For information contact the chief clerk in your department.



always in tune

Styles in music change, but in cigars count on this: Dutch Masters give heart-warming contentment every time. Enjoy their completely satisfying taste and aroma— "always in tune" with your mood. They start at two for 25¢.

Dutch Masters Cigars

The cigar you've always wanted to smoke



ST. PAUL FREIGHT HOUSE

Allen C. Rothmund, Correspondent
Sibley St. Freight House

Joan Radke, daughter of Agent William P. Radke, was married Aug. 16 in Minneapolis to Henry Woll Jr., son of Henry Woll of St. Paul. They will make their home in St. Paul.

Leo Lutgen, traveling auditor, underwent surgery at St. Joseph's Hospital, St. Paul, recently.

Betty Edmiston of this office resigned Aug. 8.

Eduard Hansen, retired window cashier, passed away July 24. He retired from service Apr. 1.

Joe and Leona Monheim are building a ranch house on their farm a short distance from St. Paul.

Gladys Murphy Sheehan has been absent for some time due to illness.

The new employes in the office: Gene Egert and Inez Stevens.

MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent
Agent's Office

Mr. and Mrs. Donald Wickstrom last month became the proud parents of a seven pound-one ounce boy they named Dean Kevin.

Julius Swanson presented Miss Gordonna Richard of Superior, Wis., with an engagement ring Aug. 18.

George Baker, who has been ill for quite a while, is feeling very much better, which pleases his friends here.

Miss Ruth Jackson who recently under-

went an operation is resting comfortably at home, watching TV programs on her new set.

We are sorry to report the death of Mrs. L. R. Wenzel, wife of a retired traveling freight agent of this office. She died suddenly of a heart attack at their cottage on Lake Vermillion.

We have two new employes at the local freight, Don Beffo and Lorraine Sezulka. Gary Cochran will soon be returning to school.

Emmett Keenan, who is in Veteran's Hospital for a rest, is getting along nicely but will be there for about another month.

Chicago General Offices

PURCHASING DEPARTMENT

Dorothy Erlenborn, Correspondent

Mr. and Mrs. Clarence B. Hanover have announced the engagement of their daughter Nancy Mary to Robert C. Hover of Cleveland, Ohio.

Eleanore and Dick Auberg were among the many visitors to the State Fair this year. Their main reason for attending the fair was to view the motorcycle races. Dick is an avid bike enthusiast.

Our best wishes go to Kay Connelly of the freight department, formerly of this department, who is wearing a very beautiful ring. The Navy will set the date for the wedding.

Allen Skjoldager, son of Carl Skjoldager, buyer, has taken the first step toward realizing his ambition of being a political lawyer. A graduate of Elgin High School and president of his class, Allen received a scholarship to Ohio Wesleyan where he will study pre-law

and political science.

The better halves of both Don Russo, clerk, and your correspondent underwent appendectomys last month.

The smile which Elmer Eldridge was wearing recently was due to the fact that his son Bruce was home on leave from Southern Pines, S. C., where he is stationed with the Air Corps. He has added a second stripe to his sleeve since his last leave.

FREIGHT TRAFFIC DEPARTMENT



J. I. Waldman

Joseph I. Waldman, tariff supervisor in the freight traffic department in the Union Station, retired Aug. 31 following 43 years of loyal and efficient service. He started as a stenographer in the freight traffic department when it was located in the Railway Exchange and transferred to the tariff department four years

later. For five years he was also in the coal traffic department. Mr. and Mrs. Waldman live in Melrose Park, Ill., but are planning to winter in the South for Mrs. Waldman's health. If the climate proves to be beneficial, they will make their home there permanently.

America is a remarkable country It's the only one in the world where you can go on the radio and kid politicians and where politicians can go on the radio and kid the people.
—Groucho Marx

AUDITOR OF EXPENDITURE'S OFFICE

Jim Merchut, Correspondent

Marian Graczyk, clerk in Mr. Sowle's tax department, left the Road to join the Convent of the Sisters of the Holy Child Jesus at Rosemont, Pa. Marian's co-workers and her sister Delphine, key-punch operator, presented her with a rosary, handkerchiefs, apron, and ID tags as farewell gifts.



Marian Graczyk

Happiest sight of the month was Walter Vukovich passing around cigars and candy after his wife Sonia presented him with a baby boy. The little fellow, weighing only four pounds, is making his home in an incubator at Swedish Covenant Hospital at this writing.

Al Urbanski, machine room, has landed a job in his chosen field. He left for Iron River, Wis., recently to join the staff of the radio station there as an announcer.

Up to Milwaukee for the veterans' banquet were Lydia Wedekind, Anna Marie Stwalley and Mary McCormick.

George Eales' son Ronald was awarded a one-year scholarship to the University of Denver.

Helen Webb's son Phillip is now a member of the Road's family. Phil works for Mr. Sowle.

George Martino has returned to the Road after two years with the Navy at Guam.

Ron Evenson has retired after 30 years of service. Co-workers presented him with a wrist watch. Ron plans to work as a comptroller for a firm in Elgin.

Dorothy Sodman is in Edgewater Hospital at this writing. Her friends presented her with a cash gift as a get-well gesture.

Cornelia Moe and Erna Hahnsch represented the Road at the Railway Business Women's convention in Cincinnati.

Viola Zechlin had a whirlwind trip through the West. Starting from Chicago, she visited her sister in Pullayup, Wash., and then on to Hollywood and other west coast cities. Anne Kennedy, also on a trip to the west coast, visited most of the major film studios. Others vacationing far from home were Rose Nagel, British Columbia, and Ted Livas, Black Hills.

Mary Bubalo and her church choir "Pioneered" up to Minneapolis for a concert of sacred music.

Hortense Germain was presented with an honorable mention certificate for her proficiency in hiking by fellow tour members on her trip to Rainier National Park.

Les Cleveland suffered a broken shoulder and other injuries in an automobile accident Aug. 3.

Vera Romanowski and her visiting sister from San Francisco went to the races and won over a hundred dollars. They sure know how to pick them.

OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Harry M. Trickett, Correspondent

Pfc. George Kullowitch reported from Korea that he spent July in the front lines, and by candle light wrote of his experiences. On Aug. 13 a scroll containing 73 messages from office friends and measuring 29 feet in length was forwarded to him. He will appreciate hearing from his friends at home.

Mildred Perkins was honored with a baby shower on Aug. 15 when she retired for the event.

A unique kitchen shower surprised Oma Carruthers on Aug. 19 when she moved into her new apartment.

Edgar Dunning who returned to work July 24 after several months' absence, suffered a relapse and returned to Phoenix, Ariz., for treatment on Aug. 18.



ON AND OFF. E. W. (Bart) Bartlett of the office of assistant chief engineer-structures in Chicago seeing Mrs. Bartlett off on the Queen Elizabeth as she sailed Aug. 6 for a visit with her mother in England, her first since coming to the United States five years ago. During World War II Bart was the star of a more dramatic *bon voyage* scene aboard the Queen. Assigned to the Navy staff at the London embassy, he was just about to sail when it was discovered that the passengers exceeded the liner's accommodations—by one man! As the last up the gangplank, Bart was the man who went back down, his gear being tossed overboard onto the dock. He followed on an LST, making the crossing in 31 days—the Queen Elizabeth does it in five.

Sympathy was extended to Marie Sempson in the loss of her three-year-old son on Aug. 23.

Upon her return from a vacation Dora Buchholz announced her engagement and approaching marriage.

INDUSTRIAL DEPARTMENT

Edwin L. Johnson, a member of the industrial department force since 1919, died Aug. 13 at the age of 50. He had been ill only a short time. Mr. Johnson's entire railroad service was with The Milwaukee Road. He is survived by his wife, his son, daughter-in-law, a grandchild and a sister.

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ACCOUNTING DEPARTMENT ADIEUS. Scene at a luncheon in honor of R. G. Evenson, joint facility examiner in the office of the auditor of capital expenditures, Chicago, who resigned last month to engage in other activities. From left: J. R. Cassell, assistant bureau head (seated); W. E. Broberg, assistant valuation engineer; Mr. Evenson; C. J. Pfannerstell, bureau head; H. D. Buckman, assistant auditor of investment accounts; G. C. Macina, assistant auditor of joint facility accounts; R. G. Hoefs, bureau head; R. H. Padgett, chief disbursement accountant; and W. P. Getz, assistant bureau head. Mr. Evenson entered service at Austin, Minn., in 1921 as secretary to superintendent. Before coming to Chicago he was division accountant on the I&SM and bureau head in the office of the district accountant in Minneapolis. (Photo by G. H. Lowrie).

CHORAL CLUB NEWS

Theresa Glasl, Correspondent

A round table discussion participated in by the newly elected members of the executive committee was held in Harvey's lunchroom and later resumed in the Women's Club room in the Union Station on the evening of Aug. 25. Plans for the ensuing year were discussed.

By the time the Magazine is printed the fall rehearsals will be well under way and all persons interested in joining the club will be welcomed at our Monday night rehearsals at 5:45 P.M. in room 362 of the Union Station. By joining the club at this time new members will have an opportunity to become familiar with our music while the older members are reviewing it. It looks as though the 1952 Christmas programs in the Union Station will have something new to offer. Why not join in?

"Penny's from Heaven!" We are happy to hear that Penelope Camille has arrived at the home of Mr. and Mrs. James F. Olson. Jim is a member of the bass section and Mrs. Olson is the daughter of soprano Lucy Martin.

AUDITOR OF STATION ACCOUNTS AND OVERCHARGE CLAIMS

Lucille Forster, Correspondent

J. E. Vraney, auditor of station accounts and overcharge claims, is confined to his home on account of illness at this writing.

Jack J. Jennings, suspense bureau, was granted a leave of absence and entered St. Luke's Hospital on Aug. 4 for an operation.

Leo J. Lutgen, traveling auditor, underwent surgery Aug. 7 at St. Joseph's Hospital in St. Paul.

Charles Preihs, chief demurrage inspector, entered the Lutheran Deaconess Hospital Aug. 8 for operation.

Newest addition to our force is Thomas Fichera in the unpaid bureau.

Lois Conn is now Mrs. Evett.

Marvin E. Kuper, claim checker, and Joann Wager exchanged marriage vows at St. Bede's Church in Fox Lake Aug. 30. A reception was held at the bride's home. They are honeymooning in Wisconsin at this writing.

It is less dangerous to slip with the foot than with the tongue.

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FREIGHT CLAIM DEPARTMENT

Palmer G. Lykken, Correspondent

Art Slider, retired adjuster now living in Dallas, indicates that Texas is still the best out of the "48" as far as he is concerned. Things have been going well with him. Anyone wishing to write, please address 3814 Spence Street.

Jim Ebling, adjuster, resigned Aug. 29 to take a position with the Standard Oil Company. His friends gave him a fine send-off with an initialled brief case and a "Standard Service" cap.

Among those who left the department to return to school were Mary Bond, Wayne Dunlop, Norbert Johnson, Robert Vraney, Dale Nelson and Donald Kuehn.

Elaine Pedersen has resigned to take up a new position.

Jake Mathiesen, adjuster, has been promoted to senior adjuster.

Ed Karp, returning from service overseas with the Army, was appointed to an adjuster's position.

Mary Blachura was promoted to senior dictaphone operator.

Ed Knapp advises his leisure time is spent finishing a new garage and connecting driveway.

PASSENGER TRAFFIC DEPARTMENT

F. J. Carney, Correspondent
Passenger Rate Office, Union Station

Since the last appearance of this column quite a number of passenger department people have pulled up stakes. Reading from left to right are Clyde Deacon and Dominic Odierno of the city ticket office, Winifred De Witt of Passenger Rate, and Alice Ferguson, Girl Friday in Travel Promotion. Clyde, who came to the passenger department while still in his teens, has secured a nice spot as a sales trainee with a packaging materials firm. Winnie De Witt has pulled out of the Windy City and settled down in Albuquerque with an atomic energy outfit. Dominic, who was promoted from the reservation bureau to the City Ticket, hardly had time to don his ticket seller's jacket when he was tagged for the draft. Alice Ferguson moves over to the public relations department. Johnny Black, lately of Reservations, moves into the city ticket office as the new cashier, Fran Seibel having been upped to ticket seller.

Rejoining the department after several years of marriage and motherhood is Norma Jones, who takes over Winnie's job in Passenger Rate. Norma worked in that depart-



CALIFORNIA BOUND. Scene at a testimonial dinner in the Svithiod Singing Society in Chicago for E. G. Bloom, engineer accountant, who left the railroad Aug. 31. With Mrs. Bloom, he is being congratulated by J. H. Schnaitman, auditor of capital expenditures. Mr. Bloom started railroading with the IC in 1910. Transferring to the Milwaukee in 1918 as a statistician, he had been with the auditor of capital expenditures force since 1929. The Blooms will become ranchers when they move to Hemet, Calif., where they have invested in a walnut grove.

ment in 1945-46 and after an interim of west coast residence, returned to the company last spring via the general freight department.

Paul William Stiyer, son of Bill Stiyer of the PTM's office, bowed into the world July 24.

Sgt. Jim Crosby, now in Korea, has written back some grim descriptions of his work with a Marine medical detachment out there. However, Crosby keeps very much abreast of Milwaukee Road affairs and in one of his letters tells about getting some of his buddies enthusiastic about the "Name-the-Dome-Car" contest that ran in this magazine a few issues back. Their selection: "The View Lounge."

Airman 2/c Harold Menke has dropped a line from Alaska. Harold had been down in California, winding up his cadet training exams. En route he stopped over at the Union Station in Seattle, and adds this bit of nostalgia: "I knew no one there, but it was good to see Milwaukee Road equipment again after looking at Alaskan railroad cars for so long."

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

As a member of Thillens Pony League, Jimmy Wozny, son of Lawrence Wozny, rate and division man, was one of the outstanding boy baseball players in the Midwest this summer. The league, which is underwritten by Thillens Inc., operators of the Northtown check



James Wozny

cashing service, encourages boys to build better bodies and minds through baseball and enables 160 boys 13 and 14 years of age to play under ideal conditions. Games are played in Thillens Stadium under lights four times a week. Last year the Thillens players were the Illinois State little league champions and also the State regional little league champions.

The office really went "all out" celebrating Bob Chessman's double anniversary—75th birthday and 50 years of service. On his desk reposed a plastic tree whose leaves were 75 new dollar bills. It seemed he would never get to open and read all the birthday cards.

Cele Koob, Josephine Goetz, Christine Steggers, Kitty McCants and Irene Barry attended the veterans convention in Milwaukee.

Wedding bells rang for Margaret Yonan and George Kelly at Carter Presbyterian Church last month. The ceremony was followed by a reception in the Walnut Room of the Bismarck Hotel.

Jennie Hoffman became Mrs. Tresh on Aug. 16 and moved to Indiana to be a full-fledged housewife.

Vacations were still making headlines as Flo Hurless visited her grand-daughter at Miami Beach, Fla., Agnes McGrath took in Niagara Falls, and Juanita Chamber went to California. Hazel Dillon picked South Dakota as her vacation land; Florence Brociek visited her husband who is stationed in Virginia; George and Edna Wiegref drove to the Adirondacks and Tony Rocco sunned himself at Jones Beach, Long Island.

Edythe Sammartino spent a quiet Labor Day week end rushing Frank to the hospital for an appendectomy.

Tiny Mellick arose at 3 A.M. to assist

Ringling Brothers detain.

Eleanore Mullaney's vacation was spent entertaining her GI son and his wife who were home on furlough.

Bob Rinaldi and Rudy Spandau are recuperating from their illnesses.

ENGINEERING DEPARTMENT

H. E. Datisman, Correspondent

Joe Eastman, retired assistant engineer, stopped by the office recently to say "hello" to the gang. He had come to town from his little "farm" in Michigan to shop and meet friends who were changing trains. He was hale and hearty, partly due, I suppose, to the fact his farm keeps him so busy. He has lately mechanized the place with a tractor "to help keep up with the weeds."

Another recent visitor was John Fowler, former draftsman in office of E. E. Burch, bridge engineer. He is at present working for an engineering firm connected with a "H" bomb in the South.

Mike Jablonicky, former draftsman in the office of K. E. Hornung, architect, and now on Uncle Sam's payroll, is stationed at Ft. Breckinridge, Ky. His only complaint is the extreme heat in that part of the country.

George Griesenauer, retired instrumentman from the office of Assistant Division Engineer Kaufman at Western Avenue, sold his home in Forest Glen and left for Florida. He hopes to locate in or near Clearwater.

Our department was well represented at the Veterans' convention in Milwaukee by members I. V. Wiley, Charles Kuchel and Art James.

We have a couple of new employes again. Ruth Brandes, steno in the office of Mr. Powrie, chief engineer, started in August. Ruth came to us from the Soo Line where she had been a steno in the freight department. Howard Kobayashi started in the office of H. B. Christianson, assistant chief engineer, last month. Howie got his B.S.C.E. at Illinois Tech in 1951 after which he worked with K. L. Clark, principal assistant engineer, on the Air Line yard project in Milwaukee. He served three years with Army Intelligence, spending one year with occupation troops in Japan. Howie is a native of Hawii, Hawaii.

Doug Rieser, former assistant engineer in the office of B. J. Ornburn, assistant chief engineer, structures, called recently to announce the birth of another son, Robert Allan, Aug. 5. This evens the score for Doug, with two girls and two boys. On Aug. 24 Mrs. Kirchen presented Joe Kirchen, draftsman in Mr. Burch's office, with a baby boy, Steven Anthony. This makes two boys for the Kirchens.

On the way out of town to a vacation in

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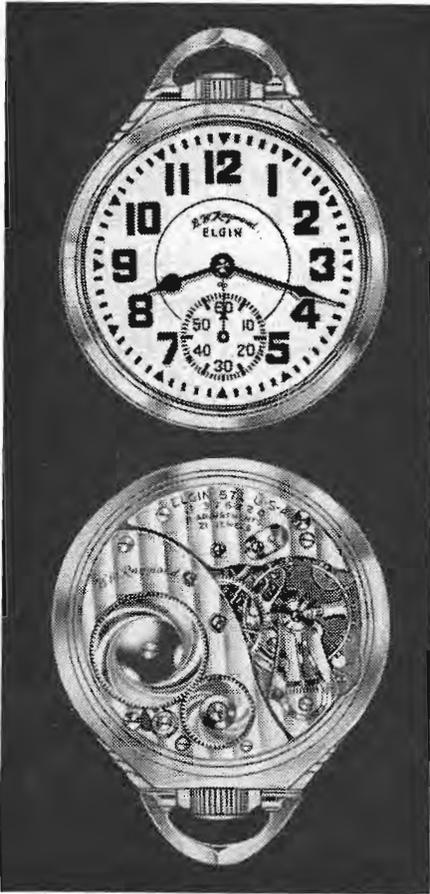


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Michigan's cherry land, Holger Johnson, assistant engineer in Mr. Ornburn's office, stopped with his family to visit G. H. Jamieson, retired clerk. Jim says the doctor is well satisfied with the progress he is making.

L. L. Darnall, assistant engineer in Mr. Burch's office, left us Sept. 1 to accept a position as a design engineer with the Standard Oil Company of Indiana. Roy Scheck is taking over Lloyd's duties inspecting steel bridges.

H & D Division

MIDDLE & WEST

R. F. Huger, Correspondent
Operator, Aberdeen

Agent M. R. "Shorty" Lammle, Roscoe, is still convalescing at home at this writing, following a car accident in early August. He is being relieved by N. B. Geving.

Dispatcher Fred Harvey and family returned recently from their vacation. Representing South Dakota in western garb, they toured Colorado and back through Iowa.

Unknowingly, I neglected to report in the last issue of the Magazine the recent arrival of an heir for M. Mirkle of the Aberdeen roundhouse.

Jack Seiler, chief clerk to division engineer at Aberdeen, and family recently returned from a vacation spent with the Howard Kelly family in Florida, and attending ball games in Washington, D. C., and Chicago. The Kelly family are former employes and residents of Aberdeen.

Our congratulations to Storekeeper W. J. Beckel upon his recent betrothal.

Mr. and Mrs. Carl Steinlicht have returned from visiting their son in California prior to his leaving for overseas duty with the armed forces.

Freight Handler Tony Gefre is resting comfortably at home following the removal of his appendix.

Dispatcher L. E. Larson and wife are vacationing along the west coast at this writing, and Agent H. "Jake" Walth and wife, Warner, in Lodi, Calif.

Had a letter from Pfc R. D. Cornell, now serving his apprenticeship with the Army in Germany.

W. E. Nordgren is temporary ticket clerk at Aberdeen, in place of C. E. Hehn who is on leave of absence.

It seems that one of our new west end

brakemen was called for a dog catching job one morning about 3 A.M. and appeared for duty in pajamas, slippers and lantern. He was asked to get to the depot as quickly as possible. He did. Brakeman Hale is to be commended.

EAST END

Martha Moehring, Correspondent
Asst. Superintendent's Office, Montevideo

When little John Robert was adopted by the Bob Minnicks of Elgin, Ill., recently, it made a grandpa out of Assistant Superintendent J. W. Wolf because Mrs. Minnick is the former Jean Wolf.

Twin girls, Jan and Nan, are keeping Fireman Jack Spangenberg and his wife plenty busy these days. Engineer O. T. and his wife (grandparents) lend a hand, too.

Si Kelley, who has adopted Florida as his home since his retirement, came to Minnesota to visit this summer and landed in the hospital at Montevideo with pneumonia. He is planning to stay indefinitely up here in the north country.

The George Norsvings spent their vacation in the state of Washington and George helped with the 450 acre wheat harvest when they visited at the ranch of a relative.

When Engineer Arvid Stroben and his wife visited his parents in California in August, they had their first bout with an earthquake. They were mightily glad to get back to Minnesota where the ground doesn't shake.

Nelson Ware, retired engineer, and his wife recently celebrated their 50th wedding anniversary.

Agent Lyle Koffler of Big Stone City came back from his vacation in Washington State with a harrowing experience behind him. His car was hit by a speeding motorist and his little three-year old daughter was thrown out and had to spend several days in a hospital. Luckily she wasn't seriously hurt.

Polio has invaded the railroad family. Bob Hausauer's little son is, at this writing, in Kenny Institute and George Crouch's little daughter became ill just recently.

Fireman Norman Ronning, who is operating trains in Korea, reports that he had President Syngman Rhee as a passenger not long ago. Shortly after setting off President Rhee, he picked up General Van Fleet.

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ABERDEEN RETIREMENT. Engineer Frank Reese stepping down from the cab of the Columbian at Aberdeen, S. D., after making his last run on Aug. 1. His retirement after 48 years of service—44 years at Aberdeen—was timed to coincide with his 67th birthday. He started at Green Bay as a fireman and transferred to Aberdeen shortly after being promoted to engineer in 1908. With Mrs. Reese, he is planning to make his home in Sunnyvale, Calif. (Aberdeen American News photo)

I & D Division

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

Joseph M. Trayer, retired operator, passed away at Mason City Aug. 12. Mr. Trayer was employed as an operator at Mason City until his retirement in April, 1946, after 50 years of service. Funeral services were held at Lansing, Ia.

Mr. and Mrs. Paul Pattschull observed their golden wedding with a reception at the First Congregational Church at Mason City, Sunday, Aug. 24. Mr. Pattschull was employed as an engineer until his retirement in 1942.

R. W. Graves has arrived in Mason City to take over the duties of assistant superintendent of the I&D First District. His family

will move to Mason City in September.

Maj. John J. Burnett spent several weeks with his parents at Mason City after two years' absence, during which he served as an American observer in Indo China and Thailand. He has been assigned as professor of air science and tactical assistance at Omaha University, Omaha, Neb., effective Sept. 1. His mother, Margaret Burnett, is a stenographer in the superintendent's office.

Stasia Harding, formerly employed as stenographer in the master mechanic's office at Mason City, is doing vacation relief work in the division engineer's office.

SANBORN—RAPID CITY

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

We are sorry to report the death of Merlin C. Winter, switchman at Mitchell, and of John H. Tice, retired switchman of Mitchell. Both had long years of service with the Road. We extend sympathy to the families.

The wife of Oscar Hubert, freight house employe at Mitchell, died at a local hospital last month. Our sympathy is extended to Oscar.

"Moe" Isaacson and "Harry" Davis were in Chicago on a business trip.

Yard Clerk A. E. Coffell is visiting on the west coast and looking after his fruit farming interests at this writing.

Mrs. W. C. Hynes, widow of Jim Hynes, has disposed of her interests at Mitchell and is moving to Conneaut, Ohio, to be near her children.

SECOND DISTRICT

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

Passenger Brakeman Chester M. Belknap was visiting his daughter in Los Angeles during the earthquake on July 14. He said it lasted only about 45 seconds, but it seemed more like 45 minutes. It occurred early in the morning and he said it was not possible to even get out of bed and the furniture rolled from one side of the room to the other. He thought Iowa was a pretty good place to live and was glad to get back home.

T. L. Ericson, ticket agent at Sioux City, has a new daughter born Aug. 5. This is the third girl, so Tom has a lot of femininity around home.

Albert E. Cropley, 80, retired engineer, died at his home after a long illness. Funeral services were held at Sioux City Aug. 23.

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He had been a resident of Sioux City for 60 years and retired in 1949 after 55 years of service.

Car Department Employee Ray Heitman, stricken with polio, is still in a hospital in Salt Lake City at this writing. We understand he is able to be out of the iron lung part of the time, but is a long way from complete recovery.

Guy Raff and Roy Leinbach, retired switchmen, were visitors here from California. Another was Fred Harvey, dispatcher at Aberdeen. Fred is a real cowboy, boots and all, and we understand he has a really fine horse.

The sympathy of the district employees is extended to the sister and brothers of Clyde Zane, DF&PA at Sioux City who died Aug. 16 while on vacation at his home in Independence, Mo.

D & I Division

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

Stopping by the depot on Saturday, Aug. 2, Agent W. E. Ferrell of Richland, Ia., happened to notice that a car on a train which was passing just then had sticking brakes. His signal to the rear end caused the train to be stopped, and an inspection by the crew revealed a couple of very hot wheels. This was the second occasion on which Ferrell noticed equipment trouble while he was off duty and got the information to the train crew.

Robert Fulton, brakeman in the west yard at Ottumwa, figured in a parallel incident on Aug. 9. Detecting a broken wheel on a car which was due to move out of the terminal, he reported the condition immediately. Closer inspection disclosed that eight inches of flange were gone, and steps were taken to set the car out before it suffered further damage.

The man who brags about running things at home usually is referring to the lawn mower and the furnace.



RACING FORM. Phillip Peckham, 11-year-old son of Signal Maintainer J. W. Peckham, Madison, Wis., with Superintendent A. J. Farnham who was his sponsor in the Madison Soap Box Derby this summer. Phillip won the first two races for class B cars and was outdistanced by only two cars in the semifinals. His own car, constructed at a cost of \$16.25, was painted in Milwaukee Road orange and maroon and carried the Hiawatha insignia.

Milwaukee Division

SECOND DISTRICT

M. B. Herman, Correspondent
Agent's Office, Green Bay

We were shocked to learn of the death of Engineer George Buntin last month. He was in the hospital for surgery and passed away suddenly. Sympathy is extended to his family.

Chief Clerk Huntley's wife is hospitalized at this writing.

M. T. Sevedge has been transferred to the C&M Division. The bunch around here presented him with a traveling bag.

R. L. Hicks has come to Green Bay as our new assistant superintendent.

We understand that Brakeman Don La Haye is the proud father of a son, Tommy.

Telegrapher Warren Lindeman and wife Betty are the proud parents of a baby girl.

Your correspondent is now working in the agent's office. I would appreciate any news you can send me for the Magazine.

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Corp. Dewey Ames of Avalon arrived home recently from Camp McCoy, Wis., where he received his honorable discharge from the Army. Corporal Ames enlisted on Nov. 26, 1948, and received his training at Fort Breckenridge, Ky. He was sent overseas and served in the Japan and Korean areas for slightly more than two years. He was awarded the Japan Service Medal and Korean Service Medal with three bronze stars, the distinguished unit emblem with one silver campaign star and also the bronze star for meritorious service. He was formerly employed

as a section man at Avalon and has resumed his work there.

V. L. Gerred, train baggageman on the Morning Hiawatha between Milwaukee and Minneapolis, retired Aug. 1. His service with the Road dates from 1905 when he started as a section-man at Ingleside, Ill. He became a brakeman in 1908 and went on the Hiawatha run in 1936. He intends to take a trip to Arizona and may move out there if he finds a suitable location.



V. L. Gerred

Conductor W. J. Brady passed away July 26 after a short illness. He hired out as a freight brakeman in 1916 and was promoted to conductor in 1921. He had been in passenger service since June 27, 1940.

To pass the time away, a late evening sausage roast was held recently by some of the train and enginemen who lay over at Fox Lake. Among those who attended were Conductor Leo Jerozewski and Trainmen A. F. Belau and L. W. Letteer. The reason the party was so late was because they had to wait for Leo to arrive on No. 147 with the Polish sausage.

R&SW Conductor V. A. Grammer was recently commended by Superintendent W. J. Hotchkiss for having noticed a timber coming off a gondola on his train, No. 750, out of Milwaukee on July 24. After stopping the train, he sent back a flagman to protect No. 4 from striking the timber which had lodged in the eastward track.

Agent Matt Grenning went to California for his vacation and visited with Retired Assistant Superintendent Woodworth and Ernie Haddock, retired conductor, at Garden Grove. Both wished to be remembered to all hands on the division. He also called on M. W. Spoor, retired agent of Rondout, who is living at Van Nuys, and found him in good health.

A party was held Aug. 26 at the Bienvenue Club near Libertyville for Melitus A. Tritz, clerk at Rondout who retired July 14. One hundred and thirteen friends from Libertyville and from the railroad attended. Agent M. A. Grenning of Rondout was master of ceremonies and Train Dispatcher Hal Cone and Agent Ruthe of Somers gave short talks. Matt was presented with an engraved watch.

Conductor George Bowen is in a critical condition at the Veterans Hospital at Wood at this writing.

Correction: We regret any confusion which may have resulted from the erroneous report of the death of William Meyer, retired C&M brakeman, in the August issue. The notice should have been for Irving C. Meyer, agent at Fox Lake, Wis.

Madison Division

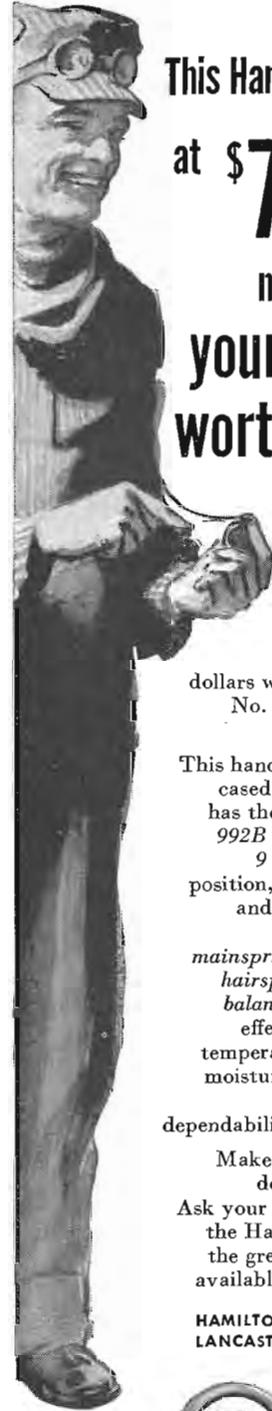
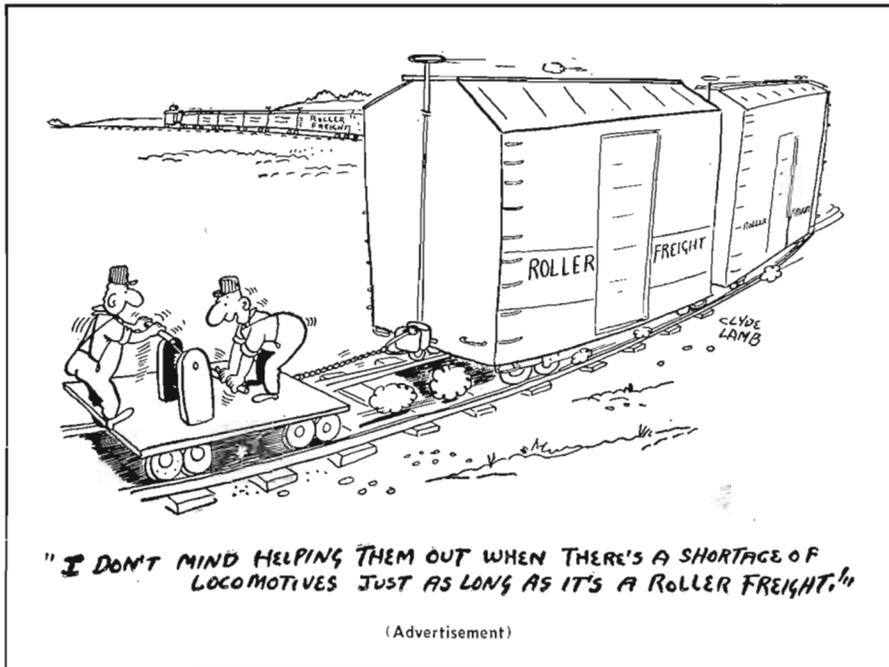
FIRST DISTRICT

W. W. Blethen, Correspondent
Superintendent's Office, Madison

In a ceremony in the Blessed Sacrament Church on Aug. 23, Miss Ramona Jane Zach became the bride of Train Dispatcher David P. Valentine. Following a breakfast at the Cuba Club, a reception was held at the Park Hotel. The newlyweds honeymooned at Banff and Lake Louise and are now at home in Milwaukee.

Katie Watson, stenographer in the superintendent's office, recently acquired a very beautiful diamond which is being worn on her left hand. Understand a November wedding is being planned.

In the rectory of St. Raphael's Church on July 30, Miss Dolores Catherine McNulty, daughter of Cashier Joseph McNulty of Madison, became the bride of Melvin A. Grinstead. The bride was attired in traditional white satin and veil trimmed with orange blossoms. A wedding dinner and a reception were held at the bride's home. The bridal couple had a wedding trip to points in Iowa, Nebraska, South Dakota and Minnesota, and are now at home in Madison.



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G. S. Turner

Brakeman Kendall L. Stewart, an officer candidate at Ft. Benning, Ga., was recently recommended for the Soldier's Medal for an outstanding act of bravery in risking his life for the safety of 19 fellow candidates of the 25th Officer's Candidate Company.

Mrs. Carl Knope, Mrs. J. G. Hodgson and Mrs. W. E. Slightam of Madison attended the convention of the Engineers' Auxiliary held in Seattle.

Switchman Bob Connelly has purchased a new home in Marlborough Heights.

Switchman Harold Bitney has purchased a home in Middleton and will soon join the "Commuters Club."

Engineer Forrest Voss, who plays in the Shrine Band, attended the Midwest Shrine Ceremonial at Grand Forks, N. D., Aug. 22 and 23.

Thomas James, retired engineer, passed away at the home of his daughter in Platteville on Aug. 7. Mr. James retired Feb. 27, 1934, with 49 years of service.

Fred Atkinson, B&B carpenter, succumbed to a long illness on Aug. 14.

Train Dispatcher and Mrs. Gene Bowar announce the arrival of a son, Kenneth Eugene, on July 21.

Mr. and Mrs. Robert Saeman of Cross Plains announce the arrival of a daughter, Rita Kay, on July 16. Mrs. Saeman will be remembered as Anita Conlin, formerly employed as assistant cashier at Madison. The new arrival is the grand-daughter of General Agent J. F. Conlin.

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SQUEEZEBOX VIRTUOSO. Although she is only 12, Patsy Dempsey, daughter of Storekeeper Frank J. Dempsey of Madison, Wis., has made good headway on the accordion. She is a member of the Patti Accordion Band and the Radio Band and has played several times on programs over radio station WIBA in Madison.

Milwaukee Terminals

COACH YARD

Richard Flechsig, Jr.

Adam Martin, a carman on the day shift at the depot, recently retired.

Dmitar Rakas again is off on account of illness.

Nick Di Iorio who was taken home from work recently, is still not well.

Clemence Dudek has been off for several months because of illness.

Nick Esser has taken off a month to visit and tour in Florida.

FOWLER STREET STATION

Pearl Freund, Correspondent

The following clerks are now on leave of absence from Fowler Street: Henry Shallanda, cashier department, who is at Phoenix, Ariz., where Mrs. Shallanda is convalescing; Viola Treptow, who is at home in Brandon, Wis.; and Willard Kinast who left temporarily for the office of G. T. Gilligan, general chairman of the Brotherhood of Railway and Steamship Clerks, now located in Milwaukee.

Seattle will be a special vacation treat for Mr. and Mrs. Frank Schlosser who will visit with a brother and his family. Their last trip there was approximately eight years ago.

Eddie Nowicki reports a new arrival in the family Aug. 17, christened David Allan. The Nowickis have three other children.

Ray Gatzke, bill clerk, has outlined a full vacation program, building a new garage. This will just about put the finishing touches on his building, since Ray is a comparatively new home owner.

Clem Vail, who has been convalescing at home for two months, is reported well on the road to recovery.

Do something every day to make other people happy, even if it's only to let them alone.



40-YEAR CLUB. A group of veteran employes at Fowler Street station, Milwaukee, who have 40 or more years of service. From left: Frank Schlosser, head rate clerk inbound department, 40 years; George Dietrich, reconsigning clerk, 40 years; Eric Kaun, accounting clerk, 46 years; Milton Straka, assistant cashier, 40 years; and Felix Coerper, cashier, 40 years.

Milwaukee Shops

STORE DEPARTMENT

Earl L. Solverson, Correspondent

Bob Zirkel, son of Al Zirkel of the general storekeeper's office, is a member of Wisconsin's Junior American Legion baseball champions, the West Allis Tanner Paul Post No. 20 nine. Recently the team traveled to St. Paul and return via the Milwaukee and to Bismarck, N. D., on the NP. They won their first game from the Minnesota champions—the St. Paul team—but lost in the finals. Nevertheless, they enjoyed the trip and the competition. The Tanner-Paul team won all of its 20 games in Milwaukee County and the State of Wisconsin.

John Thieken, assistant stockman of the

signal store, acquired a daughter—Kristine Louise—Aug. 18 at St. Joseph's Hospital. Since he previously had three sons and two foster children, this makes his first "half dozen."

Stockman R. M. Freuler and Chauffeur Herman Janke played in the Wisconsin State summer Skat tournament at the Eagles Club Aug. 24. Freuler was not lucky, but Herman had a total of 696 points and 21 good games in one of the sessions, and hopes to get one of the awards.

Tom Taugher of the signal store traveled via the Milwaukee to Gallatin Gateway and then rented a car for a tour of Yellowstone National Park. His wife and three daughters made up the group. He says this is the ideal way—no long and tiresome driving to get there, and then a leisurely trip through the park.

Stockman and Lumber Inspector Al J. Kulk is confined to his home for a complete rest. He can enjoy mail; lives at 1951 North 84th Street, Wauwatosa 13, Wis.



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Notice—Milwaukee Area V.F.W.'s

TO ALL employes in the Milwaukee, Wis., terminals and shops who have an honorable discharge from military service in World War I, World War II or the Korean conflict—the American Legion is ready and willing to help all veterans with their problems. Milwaukee Road Post No. 18 of Milwaukee, Wis., solicits your membership in this great organization. For information contact E. L. Solverson, store department, or M. A. Weidig, first vice commander, CUster 3-6263.

CAR DEPARTMENT—OFFICE OF SHOP SUPERINTENDENT

Vincent O. Freihoefer, Correspondent

Carl Hammer, who spent many years with us as a representative of the accounting department, retired July 31. He is now making his home in Phoenix, Ariz.

Janet Sjogren, daughter of the late Harry Sjogren, assistant to superintendent of the car department, was married to Charles Raddatz Aug. 16. The newlyweds will make their home in Oconomowoc.

Sympathy is extended to the family of William Ney, welder in the truck shop, who was fatally injured Aug. 21 in an explosion while testing an auto gas saving device he had invented.

Sympathy is also extended to the families

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LA GRANGE, ILLINOIS, U. S. A.



"SPAM DAY." The Milwaukee Hiawatha Service Club Band of Milwaukee in parade turnout for the official opening of "Spam Day," the huge civic celebration sponsored by the Chamber of Commerce at Austin, Minn., Aug. 2. A crowd estimated at 110,000 people lined the two-mile parade route. Feature of the event was 13,500 SPAMwiches served by the Geo. A. Hormel & Co. packing house at Austin.

of Gustave Wiegatz, retired carpenter, who passed away July 19, and of Edward Watts, upholsterer, who passed away July 28.

I & S M Division

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

Sympathy is extended to the relatives of Jacob Schilling, former station helper, Farmington, who passed away Aug. 7.

Wedding bells rang in August for Arthur Sucha, Second District engineer, and for Jim Marvlet, retired switchman.

While on vacation, Chief Carpenter's Clerk Ray H. Hoffmann attended the wedding of his son Paul to Nancy Ruth De Lange at St. Louis Chapel in St. Paul, on July 19. He was accompanied by his daughter Rita. A wedding breakfast was given by the bride's parents, Dr. and Mrs. J. Roger De Lange, at the Southview County Club, St. Paul, followed by a reception at their home. The bridegroom is a 1952 graduate of the University of Minnesota with a degree in civil

engineering and is now employed in the engineering department of the Standard Oil Company at Baton Rouge, La.

Sympathy is extended to the relatives of Fred Killion, 73, who passed away Aug. 8. Mr. Killion retired Jan. 1, 1945 after 43 years of service.

Your correspondent would greatly appreciate help from points on the line concerning items of interest to fellow employes, in order to lengthen the column and give a variety of happenings all over the division. Will you co-operate, please?

Coast Division

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

Peter Soraghan, retired B&B carpenter, passed away recently following an illness.

Tom Carscallen, secretary to Superintendent J. T. Hansen, got tired of running around loose, so he ups and gets himself hitched, yep, Friday, Aug. 15.

Ruth Phelps is covering a lot of territory on her vacation this year, first to Chicago, to see if it's the same as when she left it in 1941, and then to Victoria, B. C.

Gertrude Alden, at this writing, is in Provident Hospital in Seattle, where she underwent an operation. The latest reports are that she is getting along fine and will be back to work in a couple of weeks. Incidentally, she is in the same room as her sister Helen, who has been ill there for several months.

C. A. Weidner, of Lost Creek, Idaho, has taken the section foreman's job at Maytown, Wash.

Olaf Olson, B&B carpenter who has been ill since last February, retired July 1.

Elmo Gale, retired conductor from the Tacoma and Eastern branch, passed away recently.

Conductor H. W. Burt, who was taken suddenly ill a few weeks ago is still in the hospital at this writing. J. N. Dyer, agent at Port Townsend, is ill in the Doctor's Hospital at Tacoma.

Brakeman Don Freeman has added another withholding tax exemption. He got married recently.

Passenger Conductor C. W. Robinson went to Seattle recently to meet the boat that was bringing his son back from Korea.

TACOMA

E. L. Crawford, Correspondent
c/o Agent

Cashier Ivar Berven's daughter Suzanne was married at the Luther Memorial Church Aug. 22 to Richard Benjamin Nicholson. A reception for some 200 guests was held at the church. The young people, who attended the College of Puget Sound, will make their home in Tacoma.

Outbound Billing Clerk John Lucchesi welcomed his third child July 19. The new baby, John Jr., was welcomed by a brother and a sister.

Mrs. R. D. LaHatt, wife of billing clerk, is helping out on the expense desk during vacations.

We wish to express our thanks to Chief Yard Clerk R. D. Shipley who has been keeping the freight office supplied with fresh flowers.

SEATTLE LOCAL FREIGHT OFFICE

Elizabeth Gosha, Correspondent

Willa Lindsey, timekeeper at the local freight, returned recently from a vacation trip to Albion, Mich., where she attended a meeting at Methodist College. She also visited in Chicago and Newton, Mo., before returning to Seattle.

Mr. and Mrs. Tom Milligan of Yuma, Ariz., visited in Tacoma and Seattle during July. Tom, a retired Milwaukee conductor, lived in Mobridge, S. D., for many years prior to his retirement and had run trains on the Trans-Missouri Division since 1908.

Mazie Knowles, extension clerk, is taking a few weeks off because of illness. The work on the extension desk is being handled by Daisy Heester.

For his vacation this year, Chief Reclaim Clerk Robert Parsons, with his wife and daughter, joined some friends on a fishing and camping trip up around Sequia and Westport. They all enjoyed the outing very much, with the possible exception of Bob. The reason—no fish.

Terre Haute Division

WEST CLINTON AREA

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

Our newly appointed agent for Terre Haute and West Clinton, P. F. Mueller of Rockford, made his initial visit here Aug. 8. He and his family are now residing in Terre Haute.

Storehelper Ben Douglas died at his home in St. Bernice Aug. 10 after an illness of seven months. Burial was in Roselawn. Sympathy is extended to Mrs. Douglas.

Storehelper Nye Parker and wife Virginia (caller clerk at the roundhouse) left the first of August for New Mexico where they will remain indefinitely on account of Mrs. Parker's health.

Back after being off this summer are Engineers John Grimes and Lester Newton.

Carman and Mrs. Malcolm Francis are the parents of a girl born July 30 at Union Hospital. They have named her Christina Lynn. They have three other children.

Engineer Earl Pearman died at Crete, Ill., Aug. 16.

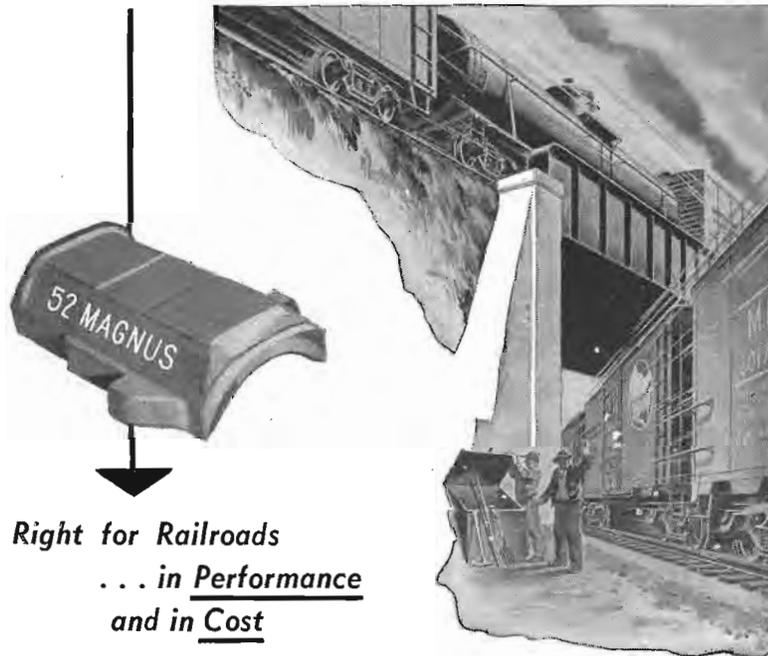
Congratulations to Storehelper Francis Carrico and wife on the birth of a baby boy

Telegrapher C. A. Parr and wife spent several days in August in Michigan visiting their son and family. This is Clarence's first visit out of the state.

Telegrapher Robert Cook is working at Webster, Ill.

Sgt. Mary Young of the Women's Marine Corps, who is stationed in San Francisco,

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(Advertisement)

Aug. 10. They have named him Larry Francis.

Carman Clarence Hollinger and wife are visiting friends in Modesto, Calif. "Doc" plans to do some deep sea fishing.

Agent E. G. Boyd of Terre Haute and West Clinton retired in August. Mr. Boyd has many friends here and at Terre Haute who wish him many happy years ahead.

visited her parents, Brakeman and Mrs. O. A. Young, and brother, Conductor William Young, in August. While here they all drove to Rhode Island to visit the Young's oldest daughter, Dorothy, and little son Johnny.

Sympathy is extended to Car Department Laborer Herschel Andrews in the death of his mother on Aug. 18.



MUSIC FESTIVAL WINNERS. The student band of Madison Central High School, Madison, S. D., in the Chicago Union Station as it was preparing to board the train for home after competing in the 23rd annual Chicagoland Music Festival, Aug. 23. The festival was held in Soldier Field before an audience of 70,000, with musical talent from 30 states and the Dominion of Canada taking part. In the competition

for class C bands (non-marching units), the Madison group won third place among nine. Traveling on the Midwest Hiawatha via Sioux Falls, and accompanied by F. D. Schoenauer, traveling passenger agent from Minneapolis, the band and chaperoning adults occupied two reserved cars. Funds for the trip were raised by various means, such as benefit dances, ball games, concerts and by popular subscription.

TERRE HAUTE DISTRICT

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

Mr. and Mrs. Marley C. Faris of Terre Haute celebrated their golden wedding anniversary on Sunday afternoon, Sept. 7. Mr. Faris is a former Terre Haute freight agent who retired several years ago after 47 years of service. The Faris' have lived in Terre Haute their entire married life.

La Crosse & River Division

THIRD DISTRICT

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

Furloughed Brakeman Roland Weege, who was seriously wounded in Korea and spent two months in an Army hospital in Tokyo, has been home on furlough and is completely recovered. He expects to be released from military service in a few months and will then return to train service on this division.

The marriage of Miss Joyce Marie Schulrud and Fireman Donald L. Schubring took place in the Immanuel Baptist church at

Wausau Aug. 23. The pastor of the church, who performed the ceremony, was assisted by the Rev. James Schubring, brother of the bridegroom. A wedding dinner was served in the Hotel Wausau and a reception was held in the church parlors for 200 guests. Donald is serving with the Dixie Division, 31st Infantry. The couple will live in Edinburg, Ind.

Charles Guyette, janitor at Wausau for many years and now retired, was the honored guest at a picnic at Marathon Park, Wausau, the occasion being his 80th birthday.

Mr. and Mrs. LaRue Frazier of Merrill have returned from a visit with their son, who is in military service in California.

Engineer Bill Streeter entertained several groups of guests while vacationing at his cottage, "Rainbow End," near Minocqua. While there, he shot several foxes, but turned the skins over to some young boys so they might receive the bounty.

Mrs. Dan Callahan, wife of veteran conductor, died Aug. 25 at her home in Wausau after a long illness. Funeral services were held in St. James Catholic Church; interment in St. Joseph cemetery, Wausau. Survivors are her husband, one daughter, three sons, three sisters, seven brothers and eight grandchildren.

Miss Elsie Mae LaFave, daughter of Car Department Employee Frank LaFave, was married Aug. 9 to Melvin J. Lobermeier in St. Anne's Catholic Church at Boulder Junction.

SECOND DISTRICT

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

George F. Howe, 74, LaCrosse, retired section foreman, died Aug. 11. At the time of his retirement he was foreman in the LaCrosse yards. He is survived by his wife, Gertrude, one son, Ira E., four grandchildren and one great-grandchild, all of LaCrosse.

John A. Erickson, 78, LaCrosse, retired

signal maintainer, died Aug. 23 following a brief illness. He is survived by his wife, Hulda, two daughters, three brothers, one sister and one grandchild.

Switchman and Mrs. Alfred Pohlman became proud parents of a son, Thomas Alfred, born at LaCrosse Aug. 26.

Operator and Mrs. Robert L. Knutson became the proud parents of a daughter Aug. 27. Mr. Knutson is the operator at River Jct. tower and lives near LaCrescent.



HEADING WEST. Aug. 1 marked the last day of 49 years of railroad service—45 years with the Milwaukee—for Carman John W. Kopacek, La Crosse, who is being congratulated here by Car Foreman H. C. Gibbs. Mr. Kopacek had been at La Crosse since 1905, serving in various capacities in the car department. During World War II he spent considerable time at Camp McCoy inspecting cars for troop movements and supervising work on the repair track. With Mrs. Kopacek he intends to head west and settle in the fruit country around Wenatchee, Wash. (La Crosse Tribune photo)

Answers to "What Do You Know?"

1. Musical shows.
2. A roundhouse.
3. Pennsylvania.
4. Operating.
5. Percentage operating expenses bears to operating revenues.
6. Feelers of a railway clearance car.
7. 5½ billion dollars.
8. A car out of service awaiting repairs.
9. A metallic device used to lock the door of a freight car.
10. A grade crossing sign.

“USE MARCHING FIRE—and follow me!” Shouting this command, Lieutenant Carl Dodd struck out in advance of his platoon to lead the assault on Hill 256, near Subuk, Korea. During the fierce in-fighting that followed, he constantly inspired his men by his personal disregard of death. Once, alone, he wiped out a machine gun nest; another time, a mortar. After two furious days, Dodd’s outnumbered, but spirited, force had won the vital hill.



“You were helping, too,” says Lieutenant Dodd. “You and the millions of other citizens who have bought U.S. Defense Bonds. For your Bonds, which keep America strong, were behind the productive power that gave us the weapons we used.

“I hope you’ll go on buying Bonds—always. Because your Bonds—and our bayonets—make an unbeatable combination for keeping safe the land that we all love!”

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First Lieutenant Carl H. Dodd Medal of Honor



Peace is for the strong! For peace and prosperity save with U.S. Defense Bonds!



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"HEY, GUYS, it's my turn!" See "Afternoon of Thrills," page 18

