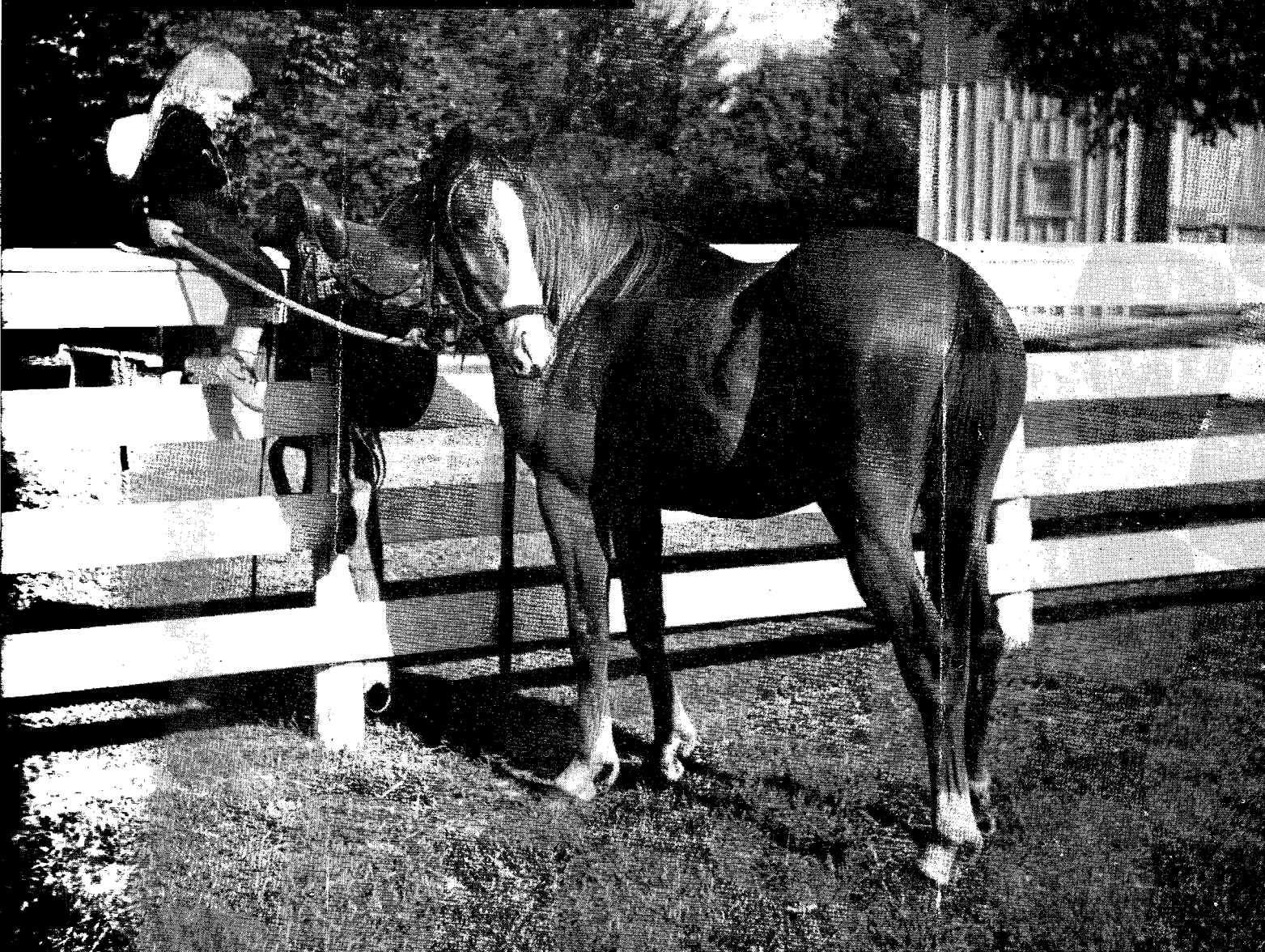


THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD



Big Year for Dudes—page 5



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THE MILWAUKEE ROAD MAGAZINE

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The Reward of Cooperation

IT is probably true, as often stated, that "cooperation" is one of the most overworked words in the English language, but the fact remains that the world has never had enough of the thing for which it stands.

I have spent a good many years on The Milwaukee Road and every year has left me more convinced of the importance of employes working together—working not merely for the day's pay but for the general good of the railroad and all the men and women associated with it.

One of our old-timers, now retired, remarked not long ago that when he was around everyone seemed to think his own department was the whole railroad. Accountants were convinced that the railroad ran only to provide them with a column of figures; telegraphers thought it was built for the dispatching of messages; and the special agent in charge of settling claims thought of the railroad only in terms of the number of cows killed by our trains.

We have improved since those days, but intense interest in the task at hand sometimes results in our closing the door and losing track of what the rest of the family is doing.

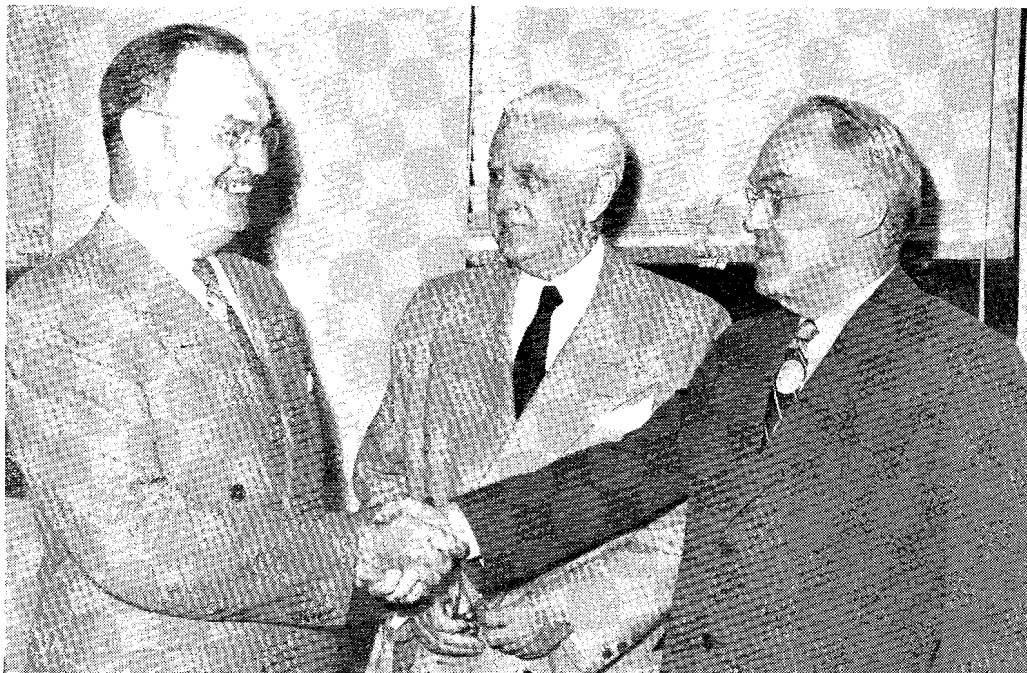
Cooperation is a kind of lubricant, without which no single part of our railroad's operation can run smoothly and efficiently. Men working together on a job find that the work goes easier if they try to get along and help each other. It goes still better if there is understanding and cooperation between them and their supervisors, and between the boss and his boss, and so on throughout the organization.

I believe I know as well as anyone the things that can arise to stand in the way of this ideal situation. But I also know that the individual who honestly wants to cooperate with his fellow employes and with his supervisors will find the effort rewarded. Not only will his work be better done and his future more secure, but he will take with him at the end of the day a feeling of peace and satisfaction that can come only with knowing that he has done his best.

This is the real reward of cooperation, for it can be measured in terms of your own happiness and in a sense of accomplishment in the things you do.

If Milwaukee Road employes, working together, find happiness and satisfaction in their work, the future of our railroad will take care of itself.

President Charles H. Buford to Retire; Will Be Succeeded by John P. Kiley



President C. H. Buford (right) extends congratulations to Vice President J. P. Kiley. L. T. Crowley, chairman of the board, is in the center.

CHARLES H. BUFORD, at his own request, will retire from the presidency of The Milwaukee Road Aug. 31, but at the insistence of the board of directors has agreed to remain with the railroad as a consultant. The board indicated that he will be succeeded by John P. Kiley, now vice president in charge of operation.

Mr. Buford, who is approaching retirement age, made his request at a meeting of the board of directors on June 14.

The chairman, Leo T. Crowley, announced that the board reluctantly granted Mr. Buford's request with the understanding that for a period to be mutually agreed upon he will make himself available for consultation with the board in regard to matters affecting the business of the company. The board feels that such an arrangement will be very helpful to his successor and in the interest of the company which he has served so long, the chairman said.

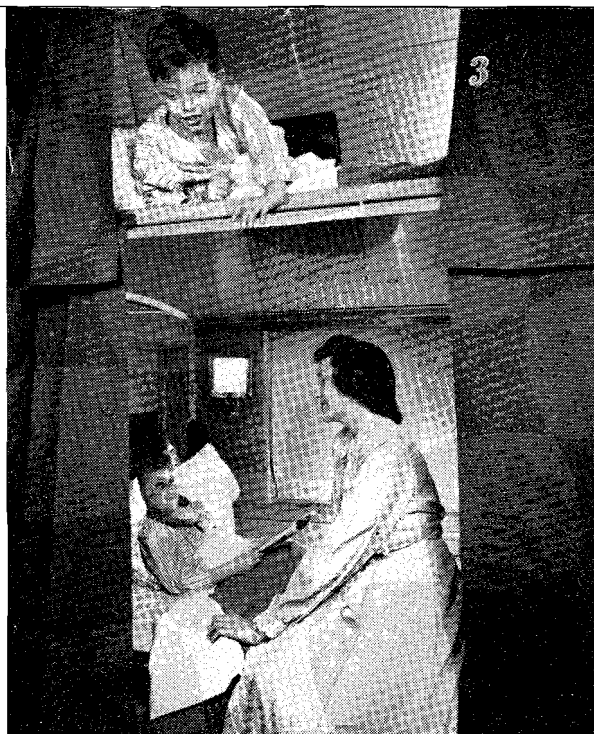
Mr. Buford's record with the company is a long and distinguished one. He came to The Milwaukee Road as a civil engineer following his graduation from the University of Arkansas. He has more than 40 years of service with the company and came up through the ranks, holding many positions in various departments.

He became general manager of Lines West in 1927, a position he held until September, 1939, when he was granted a leave from the company to become vice president, operating and maintenance department, of the Association of American Railroads at Washington, D. C. He continued his work in Washington throughout the war. In March, 1946, he returned to The Milwaukee Road as executive vice president at Chicago. He was elected president in May, 1947.

A native of Chicago, Mr. Kiley entered the employ of The Milwaukee Road in 1915 upon his graduation from Villanova college, Villanova, Pa., with the degree of civil engineer.

He has been engineering assistant in the Road's financial department, and later was special representative to the chief operating officer. In 1941 he was appointed auditor, investment and joint facility accounts; in 1943 he became assistant general manager of the road's eastern lines, with headquarters in Chicago. In June, 1946, Mr. Kiley was appointed assistant to president, with headquarters in Seattle.

He was elected vice president, with headquarters in Seattle, in May, 1947, and became vice president in charge of operations, with headquarters in Chicago, effective June 1, 1948.



Feel like selling some service? Here's what The Milwaukee Road offers the sleep-time traveler.

we sell **SOUND SLEEP**

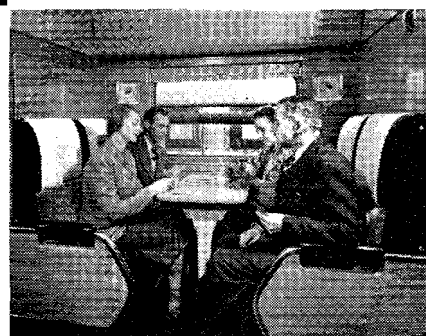
HOW many people do you know who are taking trips this summer? If they aren't already planning to ride the Milwaukee, a word from you might turn the trick.

Freight handler, stenographer, switchman . . . it doesn't matter what your job is. You can sell Milwaukee service to your friends and acquaintances, but your sales talk will ring the bell oftener if you know what The Milwaukee Road has to offer in the way of sleeping comfort and convenience.

Beginning with the most popular private accommodations, we have the roomette and duplex roomette, which offer complete comfort and many of

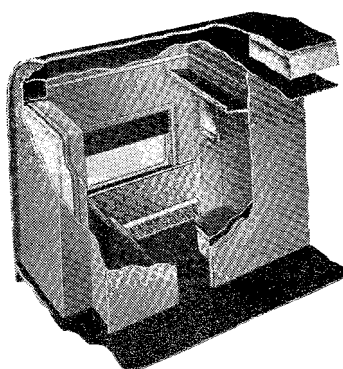
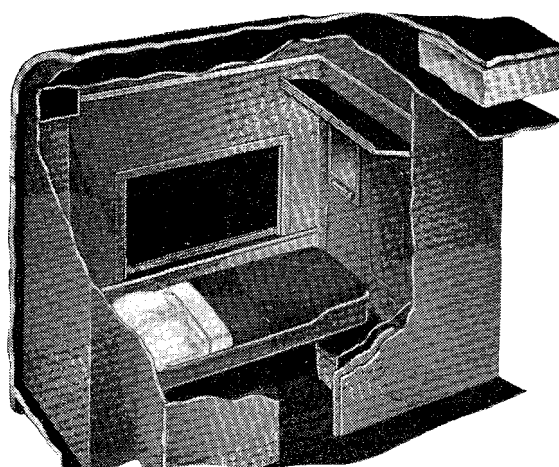
the larger-room conveniences at a price only slightly higher than the lower berth rate.

The duplex roomettes in the new streamlined cars on the Pioneer Limited, operating between Chicago and the Twin Cities, are ideal for persons traveling alone. The rooms are constructed with the lower one at aisle



TOURALUX SLEEPING CAR SECTION
Night (above left) and Day

PULLMAN ROOMETTE
Night and Day



level, and the upper room set in a couple of steps higher. In each room there is a seat alongside a large window. Every duplex roomette is equipped with complete toilet facilities, a comfortable full length bed, individual control of heat, light and air conditioning, cool drinking water, shoe locker, ash tray, electric shaver plug-in and plenty of hooks for clothing. Modern light fixtures provide for general illumination, mirror light and reading light for seat and bed. Both rooms have full sliding doors.

Regular roomettes may be had on both the Pioneer Limited and Olympian Hiawatha. The facilities of the roomette are the same as those in the duplex roomette except that the roomette is slightly larger and each is at aisle level.

Connecting double bedrooms, divided by a sliding partition, may be had singly or combined (*en suite*, as the passenger department puts it). In one bedroom, which has a full-length sofa, the beds are crosswise to the car. In the other, which has a contoured seat and folding chair, the beds are lengthwise. Both rooms have full-size lower and upper beds. Each room

has an enclosed wash basin and toilet. All facilities in the rooms are de luxe. Each room accommodates two people, and with the two rooms made up together, with partition folded back, the space provides comfortable accommodations for four.

Many of the older cars in service on various trains include compartments and drawing rooms, although the new streamlined cars do not. Compartments are larger than bedrooms, although similarly equipped, while the drawing rooms contain the maximum space of any single room—three beds—and also offer complete facilities.

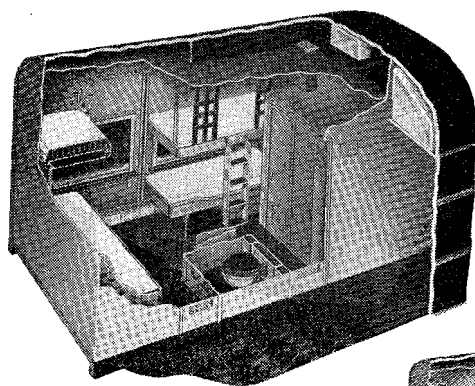
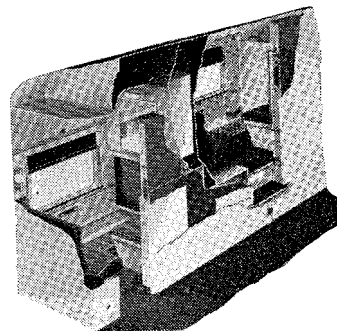
Standard Pullman sleeping cars are operated on practically all over-night Milwaukee Road trains. All of these cars contain upper and lower berths and a drawing room. Some of them

also have compartments.

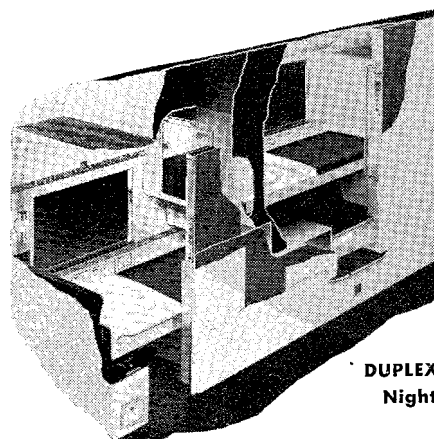
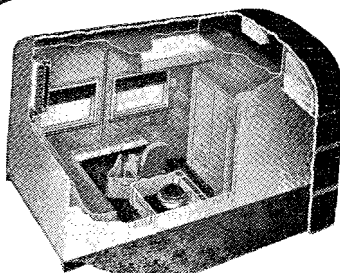
The Touralux sleeping car is an exclusive and very popular Milwaukee Road feature. These cars were built in The Milwaukee Road's own car shops in Milwaukee and are staffed by Milwaukee Road employees.

Touralux cars offer long, wide upper and lower berths, all individually lighted and air conditioned, with large, well-appointed lounge and dressing rooms. Space in these cars costs about one-third less than in the Pullman cars and the rail fare required is just slightly more than coach rates. Touralux cars are operated only on the Olympian Hiawatha.

Your passenger prospects will be glad to learn of these luxuries for their sleep-time comfort. They are one of the best reasons for "going Milwaukee."



CONNECTING DOUBLE BEDROOM
Night and Day



DUPLEX ROOMETTE
Night and Day

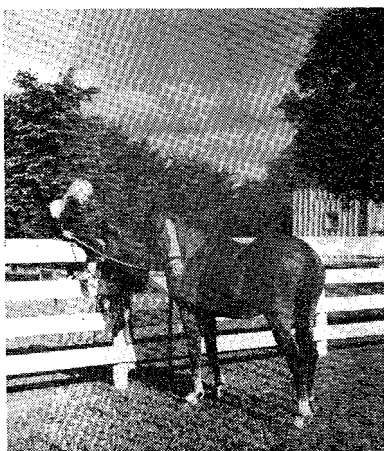
BIG YEAR FOR DUDES

The Cover

THANKS to Hopalong Cassidy, television, and the natural love of Americans for spurs that go jingle, jangle, jingle, The Milwaukee Road expects to do a big business in little dudes this year, accompanied, of course, by just the right number of parents.

Take the dude on the cover of this issue. As soon as she settles her argument with the horse and gets him properly saddled up, she'll be all set to gallop off into the wide green yonder—the mountains of Montana for instance.

A record number of Midwesterners



are expected to vacation on western ranches this summer, many of the most popular of which are along the route of the Olympian Hiawatha and Columbian.

Recreation on these ranches is very diversified, some of the more elaborate places having private swimming pools, tennis courts and even skeet shooting. But activity at all of them centers around the corral, because horseback riding along picturesque mountain trails is by far the most popular pastime of dude ranch vacationists.

"Come on, now, horse—let's get this saddle on. We've got some ridin' to do!"

C. H. BUFORD ADDRESSES

NEWCOMEN SOCIETY

Alexander Mitchell Subject of Manuscript

ONE of the outstanding events of The Milwaukee Road's Centennial year occurred on May 19 when the railroad was honored at a luncheon meeting of The Newcomen Society of England in North America, held in the Hotel Pierre in New York.

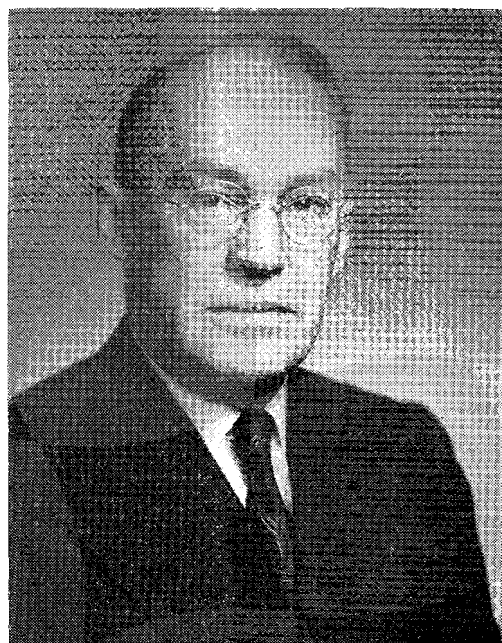
The guest of honor, President C. H. Buford, headed the group of officers from Chicago and New York who represented the railroad. As principal speaker he was introduced by W. T. Faricy, president of the Association of American Railroads. According to Newcomen custom, the manuscript was read before the distinguished group of American and Canadian industrialists and leaders of allied fields. It was an address well suited to the purpose of that society, whose work centers in the history of industry, invention, engineering, transportation, the utilities, communication, mining, agriculture, finance, banking, economics, education and the law.

In all the long history of this railroad no figure stands out as brilliantly as that of Alexander Mitchell, an early president of The Milwaukee Road and a man whose vision and forceful character did much to establish The Milwaukee Road as a sound factor in the economy of America.

Mr. Buford's manuscript traced Mitchell's varied career, recounting the "rags-to-riches" rise of an immigrant boy who grasped the opportunities extended to him by his adopted land and made the most of them.

That career, seemingly pursued with the intention of fulfilling his boyhood ambition "to become a 'laird' some day," took him from his father's farm into the world of banking. And, at the age of 21, it brought him to the United States and the thriving young city of Milwaukee where he quickly rose to a position of prominence as a banker.

Alexander Mitchell



C. H. Buford

Following are portions of the manuscript having to do with that part of Mitchell's career which found him actively engaged in railroad building and management:

By the middle of the 19th Century he realized that Wisconsin's most pressing problem was the building of rail connections as widely as possible throughout the state and beyond its borders. . . . In 1849 he became a member of the board of directors of the Milwaukee and Waukesha Rail Road Company. The name of this company was changed on Feb. 1, 1850 to the Milwaukee & Mississippi Rail Road Company, the predecessor of The Milwaukee Road which laid the first rails of the first railroad in the state of Wisconsin. . . .

Despite his interest in railroad development, Mitchell did not come actively to the fore in the control of Wisconsin railroads until 1865, when the Milwaukee and St. Paul Railway Company was organized with the Milwaukee banker as president. Three years later his company absorbed the Milwaukee and Prairie du Chien Railway Company, successor to the Milwaukee and Mississippi, thus launching the immigrant from Scotland upon an industrial career which has had few parallels. "Consolidation and expansion" was the Mitchell motto during the years to follow, a formula which eventually resulted in extension of The Milwaukee Road's steel roadways to the Pacific.

Just one year after Mitchell took control, the railroad had 820 miles of track, and listed net earnings of more than two million dollars. It owned more property than any other railroad or combination of railroads in the Middle West; it had 125 locomotives, 60 first-class and 8

second-class passenger cars; 6 sleeping cars, 48 baggage, mail and express cars, 398 flat cars and 1,850 box and freight cars. . .

The next 15 years [following 1869] were perhaps the most memorable in the history of The Milwaukee Road, a period in which Mitchell and his astute general manager, S. S. Merrill, came to be known as the railroad giants of the Midwest. Merrill was the opposite of Mitchell in personality and appearance—a tall, angular man, careless in dress, nervous and impulsive in his movements, but extremely aggressive in contrast to the deliberate strategy and calculation of Mitchell. In a portrait of the two men, the Boston Herald observed: "One spurs constantly, the other holds a constant check; and each in his accomplished work reaps larger success because of the office work of the other."

In the early 1870's, a long-standing dream of Mitchell's was realized—construction of a line from Milwaukee to Chicago, instead of an entry into Chicago over the tracks of another line. At the other end of the road, the company opened a line to Minneapolis and effected a crossing of the Mississippi through the use of barges and a steamboat.

During these same years there was increasing activity along all fronts on The Milwaukee line. In 1872 the name of the Milwaukee and St. Paul was officially changed to the Chicago, Milwaukee and St. Paul Railway Company.

The company's plans for westward expansion hinged to a great extent upon spanning the Mississippi. The barge line crossing never had been too satisfactory, and, because of increasing traffic, had become a bottleneck. As a result, a pontoon bridge was built at Prairie du Chien and was considered one of the engineering marvels of the age. In 1876, another crossing of the Mississippi was

effected with the completion of an iron bridge at La Crosse.

In the year 1880, the road indeed was flourishing. Its earnings for the previous year had been \$5,343,692 and it owned 3,775 miles of track. The population of all the areas reached by the railroad was fairly well developed, but increasing numbers of people were migrating into the country west of the Mississippi. Consequently, Mitchell and Merrill saw to it that no time was lost in moving westward toward new territory. The primary goals for the company then were Kansas City, Mo., Fargo, N. D., and Omaha, Nebr.; and, to that extent, lines across Iowa and Minnesota were completed and extended further into Dakota Territory and into Missouri.

In his report for 1883, Mitchell said: "The rapidity of the settlement of Dakota is a marvel of the times. Over 12 million acres of land were taken up for cultivation by settlers during the last year, and from present advices we have every reason to believe that the immigration the present year will equal that of the past."

The Panic of 1884 halted the Dakota development to some extent; but the company made up for the delay, in 1885, by buying 117 miles of railroad in Minnesota and Dakota from the Fargo and Southern Railway Company, thus acquiring an important position in the Red River Valley. In 1887 construction was pushed from Ottumwa to Kansas City, the same year in which death brought an end to the reign of Alexander Mitchell.

Despite the pressure of his manifold interests in banking, insurance and railroading, Mitchell yielded to the insistent demands of friends that he become a candidate for Congress although his political allegiance through the years had shifted from the Whig to the Republican and

finally to the Democratic party. It was as a Democrat that he was elected to Congress, in 1871; and it was only a matter of a few months before his quiet but dominant influence was felt in nearly all matters pertaining to the national economy, particularly during the perilous years of the panic. After serving two terms, he declined to be a candidate in 1874, avowing that he did not find politics to his liking. . .

Men such as Philip Armour, associated with him both in the insurance and railroad business, and Roswell Miller, a brilliant protege of Mitchell's who succeeded him as president of the railroad, were keenly aware that the Scotsman's remarkable genius would be reflected in the growth of the nation long after he was gone.

Alexander Mitchell died from pneumonia, Apr. 19, 1887, at the age of 70, a man who had attained greatness for himself through untiring service to his adopted countrymen. There are many monuments to his memory—a school and park named for him in Milwaukee; the town of Mitchell, S. D.; a thriving bank; and a great railroad system. . .

The route which 100 years ago consisted of just five miles today stretches through the rich Midwest and Northwest to the Pacific, serving 12 states with a population a third greater than that of the entire nation when the railroad was born in 1850.

Thus, the early dream in far-off Scotland of Alexander Mitchell to one day become a "laird" has more than been fulfilled! In so materially aiding the settlement and economic development of America's great Midwest and Northwest, Alexander Mitchell truly helped to father an empire which knows no feudal bounds, and reaches from the very heart of America to the Western Sea.

Attention—Veteran Employees' Association Members

During the latter part of June notices of the 1950 reunion of the Veteran Employees' Association will be mailed. Those who have not paid their 1949 and 1950 dues will not receive a notice through the mail, as the new card system includes a record of active members only.

If you have not paid 1949 and 1950 dues, please do so promptly in order that you may receive your notice in the regular way and plan to attend the reunion on Sept. 30 at Minneapolis.

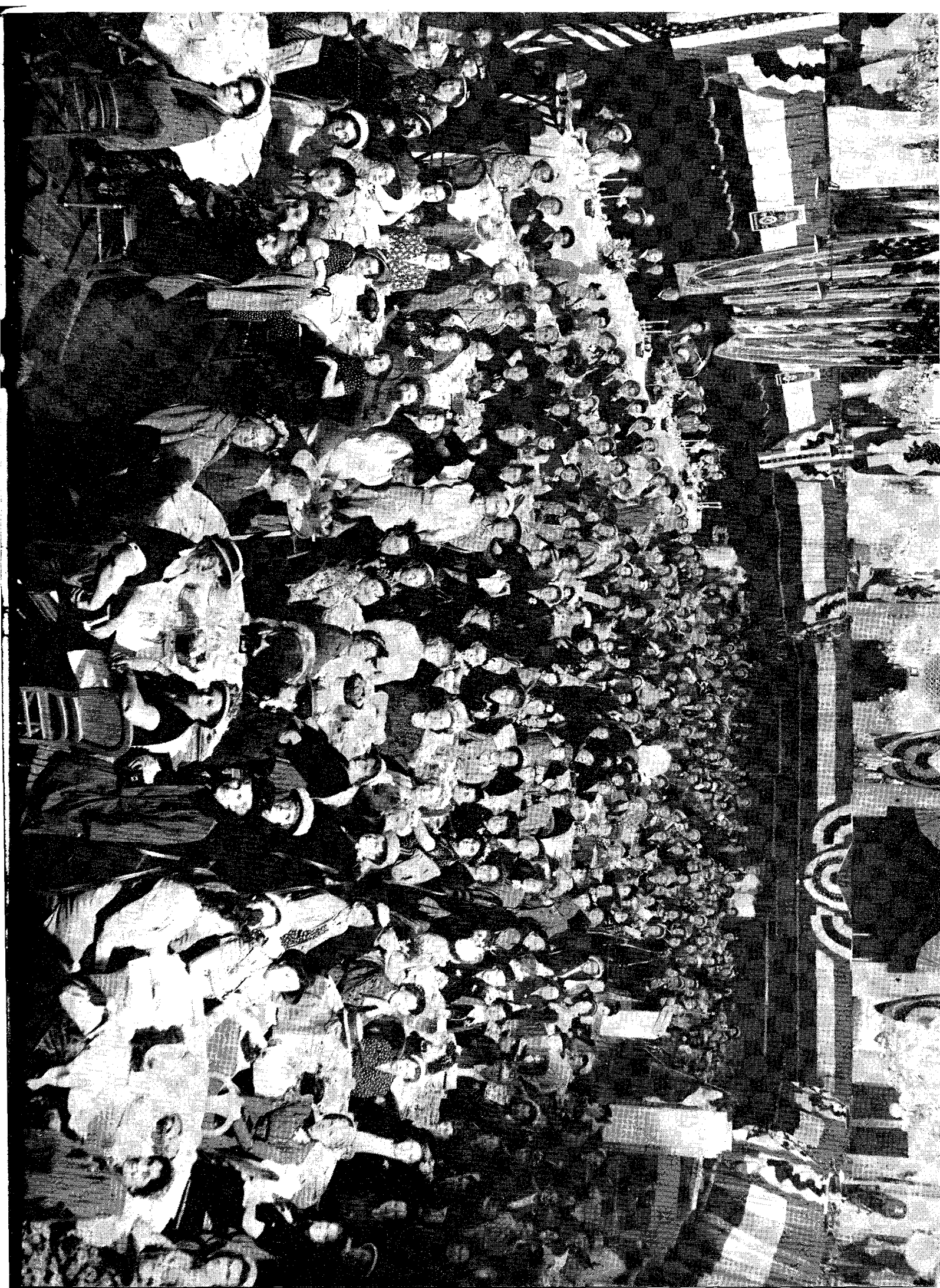
FLORENCE M. WALSH, Secretary-Treasurer,
Veteran Employees' Association

Traffic Notes

Ward Locke, the Milwaukee agent, has done a little delving through the hymn books of his church in Nemaha and has picked out a number of songs appropriate for an auto driver who might be inclined to step a little heavy on the gas pedal.

The songs he suggests to "Sing While You Drive" are: At 45 miles per hour sing "Highways Are Happy Ways", which he thinks makes for safe driving, but above that speed his suggestions are: At 55 miles per hour, "I'm But a Stranger Here, Heaven Is My Home"; at 65 miles per hour, sing "Nearer, My God, to Thee"; at 75 miles per hour sing, "When the Roll Is Called Up Yonder, I'll Be There"; and at 85 miles per hour, "Lord, I'm Coming Home."

Perry (La.) Chief



President Buford congratulates Mrs. C. C. Steed, newly elected president-general of the Women's Club. The other women, left to right, are: Miss Etta N. Lindskog, secretary-general; Mrs. C. H. Buford; and Mrs. G. W. Loderhose, retiring president-general.



Women's Club Holds

BIENNIAL MEETING IN CHICAGO

THE INFLUENCE of Milwaukee Road women, as reflected in the functioning of the railroad, was the theme of a talk which President C. H. Buford made before the biennial meeting of The Milwaukee Road Women's Club in Chicago the week end of May 13.

This year's meeting, the club's 14th general get-together, was held at the Hotel Sherman. In line with its policy of sharing in the railroad's major activities, the club joined in the Centennial year celebration by inviting Mr. Buford to speak at the luncheon which was the highlight of the two-day conference. W. A. Dietze, public relations officer, was also present.

The purpose of the conference was to discuss what the various chapters have accomplished during the past two years and the issues with which they will concern themselves into 1952. One hundred and eleven members, representing 52 of the club's 61 chapters, and 15 general officers and general chairmen were present for the business meeting on Friday in the Crystal Room of the Sherman. The session started in the morning and was concluded at 5:00 P.M. The meeting recessed at noon for a luncheon which was held in the West Room of the hotel with the delegates as guests of the general governing board.

The matter of greatest moment before the meeting was the election of a new president general to succeed Mrs. George W. Loderhose who had occupied the position since 1944. Mrs. Clarence C. Steed, a member of the general executive committee long

active in club work, was elected to the office. Under the head of new business, it was voted to add two directors to the general governing board, one in the Chicago area and one on Lines West. A recommendation was adopted, also, that the president of a local chapter, upon retiring from the presidency at the close of her term of office should become, as junior past president, a member of the board of her chapter in an advisory capacity, to remain only during the term of office of the president who succeeds her.

Through arrangements made by Miss Etta N. Lindskog, secretary general, 80 of the group took a sight-seeing bus trip after the meeting. The tour took in the section of Chicago known as Tower Town, the night club district, Skid Row, Hull House, the Maxwell Street market, Chinatown, and dinner at a Chinese restaurant. The return trip was by way of the famous boulevard drive with a night view of the skyscraper skyline.

In the evening, and again on the following morning, many of the visiting members attended radio broadcasts. Tickets for these and for per-

formances attended by delegates who arrived in the city on Thursday were arranged for by Mrs. W. R. Dolan, recording secretary general. This entertainment was very popular among the out-of-town members.

The Grand Ballroom of the Sherman was in festal dress for the Saturday luncheon. Centennial year banners and posters and miniature Hiawathas appeared as decorations and centerpieces. Spring flowers, the gift of the two Chicago chapters, were at every place. Mrs. O. P. Catlin, first vice president general who has planned many of the club's larger gatherings, was in charge of the program. Mrs. George W. Loderhose presided.

Entertainment consisted of music by the Florence Gindl Quartet and a performance by Marion Day, magician; also, community singing of the new Centennial year songs, "Centennial March" and "On The Old Milwaukee Road."

In accordance with custom, Mrs. Loderhose gave a brief outline of the two-year activity reports which had been submitted at the business meeting. The highlights were as follows:

Scene in the hotel foyer as delegates assembled for the luncheon.



The Grand Ballroom of the Hotel Sherman during the luncheon which climaxed the biennial meeting.

Membership for 1949, voting and contributing, 20,898. Topping the list, in order, were the chapters at Milwaukee, Wis., Chicago Fullerton Avenue, Aberdeen, S. D., and Chicago Union Station.

Membership for the first four months of this year, 17,365. Among the 35 chapters to go over the top, Chicago Fullerton headed the list, followed by Chicago Union Station.

Expenditures in 1949: By local chapters for welfare and good cheer \$7,938; earned by money-making activities, \$14,350; expended by general governing board for local chapter work, \$6,545; families extended welfare and good cheer, 5,673; calls made, 8,586; good cheer messages sent, 5,133.

The purpose of Mr. Buford's talk was to acquaint Milwaukee Road women with some of the problems which confront the railroad industry. Looking back over the Road's first 100 years, he quoted facts and figures which gave a comprehensive picture of the system's tremendous development during that time; also, the gradual loss in return on the net investment during the last 40 years, due to the ever-mounting cost of operation, wages and taxation. Citing the fact that under private management railroads have contributed immeasurably to the prosperity of the nation, he pointed out the various means by which other forms of transportation are subsidized and the potential danger of political control of the railroads in this country.

Mr. Dietze greeted the group and addressed them briefly, after which Mrs. Loderhose turned the gavel over to her successor, Mrs. Steed, and in so doing expressed her appreciation for the cooperation extended to her during her term of office. As a testimonial to the success of the organization under her administration, she received an ovation of thanks.

Even the hats had that railroad touch at the Women's Club meeting, as witness this model, created by Clementine's Hat Shop in Miles City and brought to Chicago by Mrs. R. H. Jensen (center) of that city. Mrs. G. H. Hill of Spokane does the fitting, while Mrs. L. H. Dugan of Seattle looks on approvingly.



meet the new president general of the milwaukee road women's club

MRS. C. C. STEED

THE MILWAUKEE Road Women's Club had an important announcement for its more than 17,000 members at the biennial meeting held in Chicago the week end of May 13—about the election of a new president general.

Mrs. Clarence C. Steed of Milwaukee who was voted into the office is well equipped by experience to take over the direction of the organization. She has been an indefatigable worker on both Lines East and Lines West for many years, having joined the club as a charter member at Tacoma when the chapter was organized there in 1925. In 1929 she served Seattle chapter as president, in addition to a term as recording secretary.

When Mr. Steed's position brought the family to Milwaukee, she offered her services to the local chapter. The official posts she has held with that unit include those of president (1946-47), recording secretary and treasurer. In addition, she has been a member of the club's general executive committee since 1940, first as general director and since 1948 as general advisory member.

Soft voiced and gracious, Mrs. Steed is an example of a homemaker who now has the leisure to enlarge her interests beyond her household routine. Some Milwaukee Road people may recall her as a fellow employee at Tacoma and Seattle years ago. "I had some business experience," she says, "and so was asked to help out on payrolls in an emergency. It was to be a temporary arrangement, but somehow the interlude stretched out to 10 years."

Later there followed the years while her son was growing up—he is now a dental surgeon in the Navy. During that period a great deal of her spare time was occupied with church and welfare organizations. Since moving to Milwaukee she has become an active worker for Calvary Presbyterian Church, one of the largest congregations in the city.

Mrs. Steed is a native of Ohio, although her long sojourn in Tacoma and Seattle may have promoted the belief among club members that she is a Westerner. She is an accomplished hostess, likes to cook, but admits that she no longer finds time for her earlier hobbies of sewing and



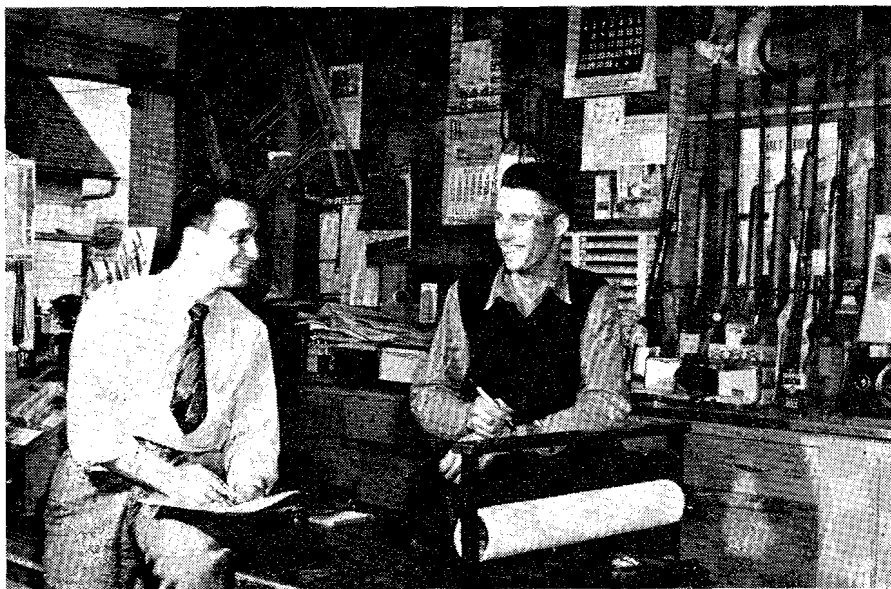
Mrs. C. C. Steed

handiwork, is interested in good music and in her church classes for boys and girls of high school age. All this is done in a quiet, capable way that has won respect both on the railroad and in her home circle.

The new president general is the fourth to occupy the position since the club was organized in 1924. Her predecessors were Mrs. H. E. Byram, Mrs. Isabel C. Kendall and Mrs. George W. Loderhose. Honorary presidents general are Mrs. C. H. Buford and Mrs. H. A. Scandrett. Members of the general executive committee for the two year term of office following the meeting are as follows: Mrs. O. P. Catlin, Chicago, first vice president general; Mrs. J. P. Kiley, Chicago, second vice president general; Mrs. A. W. Wickersham, Miles City, third vice president general; Mrs. Ralph Vannella, Bensenville, treasurer general; Miss Etta N. Lindskog, Chicago, secretary general; Mrs. W. R. Dolan, Chicago, recording secretary general; Mrs. G. W. Loderhose, Mrs. W. W. K. Sparrow, Mrs. C. T. Jackson and Mrs. J. L. Brown, general directors—Chicago; Mrs. R. E. Melquist, Minneapolis, Mrs. J. W. Allgier, Aberdeen, S. D., Mrs. F. R. Doud, Madison, Wis., and Mrs. Don Fisher, Marion, Ia., general directors Lines East outside of Chicago; Mrs. G. H. Hill, Spokane, and Mrs. A. O. Thor, Tacoma, general directors Lines West.

the station agent

IS A BUSINESS MAN



"An agent has sound products to sell—transportation and communication," says Agent L. J. Koffler (left), author of the accompanying article. He is shown here in conversation with Marvin Mullweber, owner of the Virgil Hardware Company, who ships entirely by rail.

by **LYLE J. KOFFLER**
Agent-Telegrapher, Virgil, S.D.

A WHILE back a fellow agent told me his wage was by the hour and that when the day was through he was off duty and forgot about his work.

I got to thinking about this and began wondering if there were other agents who thought along the same lines.

I think a lot of agents have a misconception of the significance of representing a great railroad in a small town.

The depot agent is a business man in his own community, and possibly as much or more money passes over his counter as that of any other firm in town. He plays a great part in the affairs of other business firms who depend on him for transportation and telegraph communication.

He is possibly the only man in his community who can comprehend the

Morse code, and there is room for some pride in this fact alone.

An agent has sound products to sell—transportation and communication. Truly these things do not come to a standstill at the close of a business day. For example, an insurance agent participates in local gatherings, gaining friends and building up his product through conversation, paving the way for more and bigger business when the dawn brings the new day.

Representing the Railway Express Company on a commission basis places no limits on an agent's earnings if he can produce the business, and it can be done through tact and salesmanship.

Truck competition is keen in most communities, but if the agent takes a few minutes of his spare time and explains how the customer actually benefits by using the railroad, I'm

sure a lot of the business lost to trucking firms can be returned to our own railroad.

The fact that the railroad pays its own way entirely and also pays large taxes in each community is in itself a good sales point, as is the fact that the railroad payroll in a community benefits the community and its business firms.

The local station agent in each town is the business entrance for the railroad and only through him can more business be produced, thus benefiting the agent in higher wages and securing his job for the future.

We all depend on the railroad for our livelihood, and loyalty to the one who signs your pay check should not be forgotten. I think every agent should try to make himself a better salesman. He will find it fun to sell the public on the railroad.

1850 CENTENNIAL "QUOTES" 1950

A listing of civic groups which sponsored Centennial observances in honor of The Milwaukee Road in May, together with brief excerpts from the addresses delivered on those occasions by officers of the railroad.



L. H. Dugan

Rotary Club of Aberdeen, Wash., May 3. Speaker—L. H. Dugan, vice president, Seattle.

"As we come to the end of a century on the Milwaukee it is only natural that we look back and reminisce of the pleasant days now gone by. However, our thoughts should not remain there for long, for after all, it is for the future we must strive. I know many of you know our president, Mr. C. H. Buford, for he was general manager of all Lines West properties for some years prior to assuming the presidency of our company. It is Mr. Buford's thought that during this year of celebrating our Centennial we should think and talk of the past only for the lesson, the hope, and the inspiration which it provides; that our interest and yours should be focused upon the years which lie ahead."



O. R. Anderson

Chamber of Commerce of Miles City, Mont., May 4. Speaker—O. R. Anderson, general passenger agent, Seattle.

"Since the day, 42 years ago, when The Milwaukee Road entered Miles City, the railroad has grown in every way a rail system can grow—expanding and improving its services and adding greatly to its equipment. . . .

"Most of these ideas for improvement in the science of moving passengers and freight safely, speedily and economically have come from our employees. As an example, in a single year our company made inquiries to the patent division of the Association of American Railroads about 38 improvements developed by our employees to determine whether they had been previously patented. This year, as we open our second century, we of the Milwaukee pledge you a continuation of the best quality of service possible."



L. D. Phelan

Chambers of Commerce and joint service clubs of Marinette, Wis., and Menominee, Mich., May 8. Speaker—L. D. Phelan, general adjuster, Chicago.

"We have always looked upon your two communities in the light of business partners who have not only shared our periods of prosperity, but who, in times of depression, have stood at our side with that same rugged individualism and confidence in the future that has made the United States the greatest nation on the face of the earth. Hand in hand your two fine cities and our great railroad have grown from pioneering infancy. . . .

"From earliest childhood every person in this room has believed that our country is a land of unlimited opportunity—that the American way of life is a heritage from our forefathers. . . . Until recently it never occurred to any of us that there must be some basic reason for such unlimited successes and the bounteous blessings we have received. Nor do the majority of our citizens at this late date seem to realize that these things which we have cherished above all others are being gradually pilfered from us."



L. T. Crowley

Chamber of Commerce of Des Moines, Ia., May 12. Speaker—L. T. Crowley, chairman of The Milwaukee Road board of directors.

"As a result of legislative acts of the Congress, there is little connected with the railroad industry that is not now regulated: rates, service, safety appliances and rules, extensions, issuance of stocks and bonds, consolidations, abandonments, locomotive and car inspection, accounting systems, reports, investigations of management, connections with port, river and highway truck

commerce, valuations of the railroads and their accounting procedures, insurance protections, certifications of public convenience and necessity, and many other matters.

"While the government has not yet regulated competitors of the railroads in the field of transportation to anything like this extent, they do have some regulation, which is compensated for to a great degree by aid to them in the form of direct and indirect subsidies. The railroads do not ask for or advocate the imposition of the many regulations on their transportation competitors that they are burdened with. Rather do they ask for the removal of some of these regulations of their own activities and the establishment of fair and impartial regulation of all modes of transportation, eliminating unjust discriminations, undue preferences or advantages, or unfair or destructive competitive practices, as stated in the declaration of national transportation policy by the Congress at the opening of the 1940 revision of the Interstate Commerce Act."



L. F. Donald

Chamber of Commerce of Green Bay, Wis., on May 16. Speaker—L. F. Donald, general manager, Chicago.

"Ever since the first of this year, we of The Milwaukee Road have been making quite a production out of the fact that our railroad is 100 years old. That is why I feel quite awed and somewhat like a freshman today when I attempt to talk about a Centennial in a city which traces its origin back 316 years to the time that Jean Nicolet landed here and claimed the region in the name of the King of France. . . .

"I need hardly remind you that The Milwaukee Road is extremely proud of its 77-year-old partnership with Green Bay. This partnership, which began in 1873 when one of our predecessor companies built a line into this community, has weathered eras of prosperity and depression but always we have built together for a successful future."



E. O. Schiewe

Chamber of Commerce of Charles City, Ia., on May 16. Speaker—E. O. Schiewe, assistant general solicitor, Chicago.

"... Mentioning the year 1850 perhaps strikes a familiar note in the minds of those of you who are acquainted with the early history of your city, for it was in that very same

The
Green Bay
Association of Commerce
Congratulates

The Milwaukee Road
on its
100th Anniversary

and presents this token of appreciation for the civic-minded contribution of time, effort and energy of the Superior Division toward the betterment and progress of the City of Green Bay

General Manager
President

May 16, 1950

Plaque presented to The Milwaukee Road by the Green Bay Chamber of Commerce on the occasion of the Centennial luncheon. It was given in appreciation of Milwaukee Road service to the community. L. F. Donald, general manager, received it. The Chamber also presented F. T. Buechler, superintendent of the Superior Division, with a life membership card—the only one issued to date.

year that the city of Charles City was founded by Joseph Kelly, and the settlement which sprang up at that time was named 'The Ford.' Shortly thereafter the name of the city was changed to 'Charles City' in honor of the son of the founder, Joseph Kelly. . . .

"Together, the State of Iowa and The Milwaukee Road have enjoyed a rapid, sound and thrilling development through the years, and have rightfully earned the important places which they now occupy in this great country of ours. And as we stand here today at the end of our first century, we greet you as a neighbor and, I might say, even as a partner in the development and progress of your community and your state."



T. H. Maguire

Powell County Civic Club of Deer Lodge, Mont., May 18, and the Chamber of Commerce of Longview, Wash., on May 22. Speaker — T. H. Maguire, general attorney, Seattle.

At Deer Lodge: "The factors which produce efficient and reasonably priced railroad service are the ability of the railroads to conduct their operations so that there will be enough left over to pay the interest on their indebtedness, to pay dividends to the owners, and then pay for the improvements and additional facilities which the developing needs of the country continually require. . . .

"Competing forms of transportation have been able to take away a great

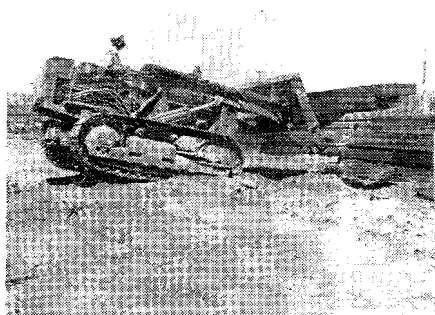
Progress Report



In charge of the track work. Left to right: D. H. Peterson, general foreman; R. D. Claborn, engineer in charge; H. B. Christianson, principal assistant chief engineer—system; R. C. Simmons, general roadmaster; R. E. Palmer, roadmaster in charge; R. H. Weiler, general foreman.

TRACK and stockyards work now under way at Savanna, Ill., is progressing on schedule, according to H. B. Christianson, principal assistant chief engineer—system, who provided the pictures of the project shown here.

All of the grading was completed by June 1, and the laying of tracks had begun. The rail laying gang under Foreman Nick Mally, from the Iowa Division, planned to join the track crew of 230 men already on the job, thereby stepping up the completion date from Sept. 1 to Aug. 15.



Operator D. R. Yenney at the controls of a tractor used in handling ties.

B&B crews under Foremen Roy Cheney, Matt Christianson, Pete Duhr and Ike Johnson have their work well under way, a few pens, scales, track and truck chutes of the new stockyards having been completed by the first week of June. In this way stock loading can continue while the building program is being finished.

A centralized traffic control system is also being installed to further improve the efficiency of the new yard operation.



The layout of the new east bound yard, looking west from the east end.

deal of profitable, desirable traffic which in years past spelled the difference between prosperity and bankruptcy for the railroad industry. They are able to do this by reason of the fact that the taxpayers are paying for their rights of way and their facilities. These two factors, unless rectified, will impair the ability of the railroads to render the indispensable service which the public has come to accept as a matter of course."

At Longview: "It is particularly true here in the West that the entire economy depends upon efficient railroad service, since the products of

this territory must move long distances to consuming centers, and the local products are of such a nature as not to be well suited to long distance hauling by motor carrier or any form of transportation other than railroad. Good, efficient railroad service is, therefore, essential to the further development and prosperity of the western country. . . .

"As The Milwaukee Road opens its second century it is not looking back with complacency upon its past record, but forward toward greater service to the communities through which it operates."

THE COST OF GOVERNMENT AND WHO PAYS

A LITTLE more than a year ago an employe of the Nordberg Manufacturing Company in Milwaukee approached Henry H. Talboys, a vice president of that firm, with a question.

He wanted to know why it was that, although he was making twice as much money as he had 10 years ago, he didn't save any more.

Realizing that the time had come for such economic facts of life to be thoroughly researched and presented in a manner that would make them quickly and easily understood, Mr. Talboys launched a one-man survey.

The result was a highly informative and interesting talk which he called "Cost of Government and Who Pays." Presenting it to the Nordberg employes not only brought requests from more than 50 per cent of them for more of the same but also aroused interest on the part of other Milwaukee employers who realized that their own personnel, like Nordberg's, would like to know something about what happens to their earnings.

In response to an invitation from W. J. Hotchkiss, superintendent of the Milwaukee Division, Mr. Talboys made his tax presentation before a group of 146 officers and employes of the division in the Women's Club room in Milwaukee on the morning of May 8.

The effectiveness of Mr. Talboys' talk was heightened by the use of the so-called "slapboard" technique, involving the use of lettered, flannel-backed strips and a large, flannel-covered "slapboard." The two flannel

Henry H. Talboys (left), speaker at the Milwaukee Division staff meeting, discusses with Superintendent W. J. Hotchkiss some of the tax figures which he had presented on the "slapboard."



surfaces cohere in such a way as to make possible the rapid presentation and rearrangement of visual materials.

Thus equipped, and handling the dozens of posters, charts and legends deftly, Mr. Talboys threw a constant stream of tax figures at his attentive audience for 45 minutes, lightening his impressive presentation with an occasional touch of humor.

The total cost of all government—federal, state, county, city and village last year, he pointed out, amounted to approximately \$66 billion dollars—or, expressed in a more easily understood way, \$66 thousand million. Our total national income from wages, salaries, business profits, farming, interest and dividends was, roundly, 200 billion dollars.

The Foundation for Economic Education has figured out that in 1946 thirty-one and four-tenths cents (31.4c) of every dollar of income of the American people went to support the cost of government, and it has been going up steadily until today it is approximately 33c out of every dollar.

"Do you spend \$200 per month?" Mr. Talboys asked. "Then \$66 of that goes for cost of government, or \$33 out of each \$100.

"Let us get some definitions. What is this 200 billion income that we are talking about? It isn't dollars. Dollars are only the counters, a convenient means for measuring. We cannot eat dollars nor wear dollars nor will dollars keep us warm. Our income and our wealth is in goods. Dollars are only our means of bartering.

"If every one in this country were given a lot of money, say \$50,000 each in cash right now, it would result in intense suffering and hardship. Every one would expect to buy what he wanted and no one would figure that he would have to work for the things he needed, so nothing would be produced. This would cause widespread suffering and want, due to poverty of goods."

Returning to the subject of taxes, he stated that the fruits of our labor can be taken from us by taxation, and we can be slowly deprived of our fundamental liberties through taxation, since the power to tax means the power to rule.

"There are honest, direct taxes," he said. "They are honestly named taxes and we can recognize them as the necessary cost of government. These amount to 11 cents out of every dollar of our national income.

"Then there are the secret, or hidden, taxes that sneak up on us like a thief in the dark; hidden in the cost of all goods and services that we buy. These taxes amount to 22 cents out of every dollar that we spend.

"The total of 33 cents out of every dollar makes quite a difference in our buying power."

To illustrate the point that today's taxes hit us through the consumption of goods, he outlined the many taxes on a pair of shoes—from cow to consumer.

He showed where the farmer, who sold the cow for its hide, paid eight taxes; the packing house, the leather tanner, the steel nail manufacturer,

A part of the group who heard Mr. Talboys at the Milwaukee Division staff meeting.



the thread manufacturer, the shoe manufacturer and the shoe store operator all parted with 13 taxes each as the product grew.

In all, he asserted, 107 separate taxes are levied on the pair of shoes before the customer gets them on his feet.

"The average worker labors all day Monday every week for the federal government," he said, "then works until 10:30 a.m. Tuesday to pay for his state and local taxes before he can start earning for himself each week."

According to the commission, consisting of six Democrats, six Republicans, six from government and six from the public, appointed by the President to study and reorganize the executive branch of the federal government, the Army requested in its 1949 budget \$2,337,000,000 for new construction alone. This did not in-



Mr. Talboys presents a partial list of federal taxes. "Do you escape any of them?" he asked.

clude any fighting equipment nor transport equipment whatsoever. It did include requests for 828 houses for Alaska at \$48,000 apiece and 910 houses to be built on Guam Island at a cost of \$58,350 each.

"How much," Mr. Talboys asked his audience, "did the house cost that you live in?"

"Some years ago," he reminded his audience, "Lenin, the chief architect of Communism, said, 'Some day we will force the United States to spend itself to destruction.'"

Mr. Talboys stressed, in conclusion, that each individual is responsible through personal laxity for the taxation situation today, and only through each individual making his demands known to his congressional representatives can the situation be improved.

June, 1950

E. B. Crane Retires at Seattle

E. B. CRANE, assistant chief engineer Lines West, retired on Mar. 31 after 45 years in Milwaukee Road service.

Mr. Crane was born at Dexter, Ia., on Mar. 15, 1882, and was educated at the University of Iowa. He started his railroad career in 1904 with the CB&Q at Chicago as a draftsman and subsequently held that position with the Inter-Urban (now the Des Moines & Central Iowa) and Des Moines City, a transit property, at Des Moines, Ia. He joined the Milwaukee force as an instrumentman at Seattle Terminals. Subsequently he held the positions of resident engineer at Sumner, terminal engineer at Tacoma, assistant engineer construction and maintenance on the Coast Division and assistant engineer maintenance of way Lines West at Avery, Idaho. In 1915 he became pilot engineer in the valuation department and the following year was made assistant engineer valuation department in Chicago, being appointed assistant valuation engineer there in 1918. From 1920 to 1922 he served as engineer auditor at Chicago. He was subsequently transferred to Seattle as principal assistant engineer and in 1947 was promoted to the position he held at the time of his retirement.

Mr. and Mrs. Crane intend to do a lot of touring by auto and recently returned from a trip through Oregon and California. They are at present in Iowa, renewing acquaintanceships of former years. They plan to stay in that part of the country through June and July.

H. A. Sauter Heads Chicago Heights Traffic Club

HARRY A. SAUTER, city freight agent in Chicago, was installed as president of the Chicago Heights Traffic Club at that organization's annual dinner on May 9. The club is composed of industrial, railroad and trucking interests in the Chicago Heights area.

Mr. Sauter has been with the Road since 1928, starting as a clerk in the freight traffic department general



H. A. Sauter

offices. Following a number of promotions, he was appointed city freight agent in Chicago on May 24, 1948. This year, in addition to holding office in the Chicago Heights traffic group, he is program chairman of the Calumet Transportation Association, which has some 500 members in the Calumet District.

APPOINTMENTS

Traffic Department

Effective June 1, 1950:

Ray J. Daniel is appointed traveling freight and passenger agent at Portland, Ore., succeeding Henry R. Wahoske, retired.

W. C. Boynton is appointed city freight agent at Los Angeles, Calif.

Operating Department

Effective June 16, 1950:

K. R. Schwartz is appointed superintendent of the Milwaukee Terminal Division, with headquarters at Milwaukee, vice L. W. King.

W. E. Swingle is promoted to superintendent of the Twin City Terminal Division, with headquarters at Minneapolis, vice K. R. Schwartz, transferred.

R. L. Hicks is promoted to assistant superintendent of the Milwaukee Division, First District, with headquarters at Milwaukee, vice W. E. Swingle, promoted.

F. H. Ryan is promoted to trainmaster, I&D Division, with headquarters at Mason City, Ia., vice R. L. Hicks, promoted.

Office of Assistant to President

Effective June 16, 1950:

The offices of captain of police at Ottumwa and Dubuque, Ia., are abolished.

M. D. Hobde will remain at Dubuque as lieutenant of police.

Captain of Police H. H. Harvey of Ottumwa is being transferred as captain of police at Mason City.

Captain of Police A. J. Peters is transferred from Mason City to Savanna, vice J. J. Oswald appointed lieutenant of police at Savanna.

Lieutenant of Police M. L. Kemp of Sioux City is transferred to Ottumwa as lieutenant of police.

Special Officer M. J. Noonan of Sioux City is promoted to lieutenant of police at that point.

The territory formerly under supervision of Captains Hobde and Harvey will now come under the supervision of the captain at Savanna, Ill.

Railroad Research Laboratory Opened In Chicago

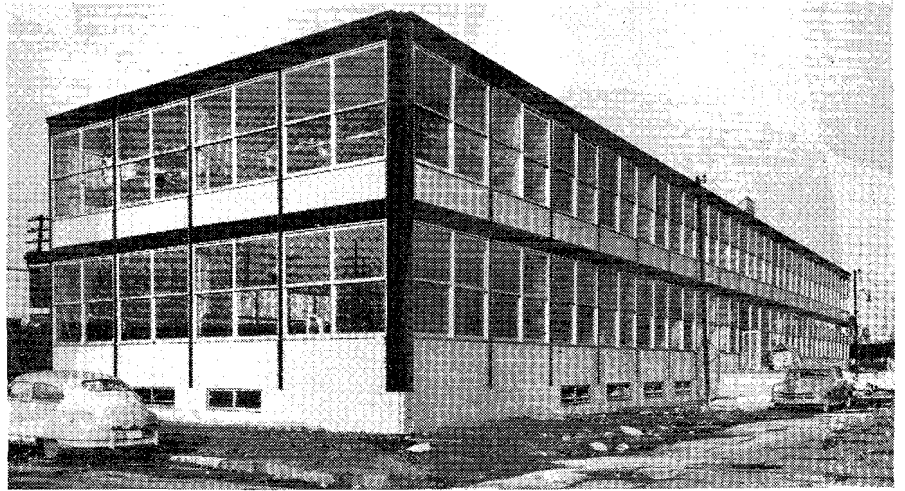
PERHAPS as you read this a freight train equipped with instruments for measuring every jolt and jar of the trip is highballing across a western state. More than a thousand miles away, on the eastern seaboard, a locomotive is being run over a bridge on which stress-recording instruments have been installed. And in a large midwestern university a group of students and professors is testing railroad draft gear.

Unrelated as these events may seem, they have a very important connection. For they are all part of railroad research. The freight train is part of an experiment being carried on by engineers seeking ways of carrying freight more smoothly and safely. The locomotive is being used in a test conducted for the purpose of making railroad bridges stronger and more permanent. And out of the university laboratory may come stronger, safer draft gear.

Today these projects, and all other railroad research activities in the nation, are being closely studied by engineers in a modernistic new building on the campus of the Illinois Institute of Technology in Chicago. This building is the Central Research Laboratory of the Association of American Railroads. Opened on May 26, this laboratory provides a new headquarters for railroad research. By keeping railroads, colleges and industries in close contact with the railway research being done by each, the new A.A.R. laboratory will serve as a clearing house for spreading new ideas and new techniques.

An increasing number of research projects will be undertaken with the valuable testing machinery contained in the laboratory. For example, on a spur track back of the building, an unusual occurrence will take place frequently in coming months. Two heavily-loaded freight cars will be deliberately bumped together and the weight and speed of the impacts measured. Photographs will be taken of the effects on the load in each car, to demonstrate the ability of certain types of new containers to withstand shocks and vibrations.

In the electrical laboratory, electronic stress-measuring equipment valued at \$250,000 is used to study stresses and impacts on track structure, bridges, and rolling stock. And the laboratory will provide a headquarters for performance of detector



Central Research Laboratory of the Association of American Railroads.

cars, the cars with electrical "fingers" which feel out defects in track.

The laboratory's container testing section will offer instruction courses designed to acquaint railroad personnel with the latest and most efficient packing techniques. In these classes, transportation inspectors, receiving clerks, foremen, claim adjusters and others with similar duties will acquire valuable information on the performance of different kinds of containers, which they can pass on to shippers. Most classes and meetings will be held in a conference and demonstration room equipped for motion picture projection.

The new laboratory reflects the growing importance of research in railroading. During the past 50 years, railroad research has paid big dividends to the public and to the roads themselves. Greater efficiency has helped the railroads absorb rising costs, and has provided the public with better service at lower prices than would otherwise have been possible.

By pooling a portion of their research efforts through the A.A.R., the railroads are able to carry on experiments with more modern techniques, on a far wider variety of subjects and at a lower cost than could be accomplished individually.

The campus of the Illinois Institute of Technology was chosen as the site for the new laboratory because the Institute has an unusual record of accomplishment in the field of research. It was felt that both the railroads and the Institute would stand to benefit from the proximity of their laboratories.

By facilitating the flow of ideas among research laboratories and railroads all over the country, the Central Research Laboratory will expedite projects ranging from studies on tie plates to experiments in car design. And it will all add up to a constantly improving railroad system—one that will meet the nation's transportation requirements more safely, dependably and efficiently.

"Most Pleasant Train Ride"

MORE and more, the traveling public is voicing its good opinion of Olympian Hiawatha service. One of these good reports comes to us by letter from Sisters Mary de Lourdes and Mary Victor, O.S.F., Milwaukee, who recently rode the streamliner to Seattle. This is what was said, in part:

"It was our mutual conclusion that this was the most pleasant train ride we have ever had. Congratulations on your high standards of courtesy, cleanliness and convenience; also, for the friendliness of your personnel."

The real democratic American idea is not that every man shall be on a level with every other, but that every one shall have liberty without hindrance to be what God made him.

A German was a guest of a Frenchman who asked him how they distinguished in Germany between an optimist and a pessimist.

"It's very simple," the German replied. "The optimists are learning English, the pessimists Russian."



The massed band and choral groups. Eugene W. Weber, band director, stands at the upper left, Glenn Jorian, director of the Choral Club, at the lower right.

"CENTENNIAL CONCERT" FOR EMPLOYEES PRESENTED IN MILWAUKEE

by GRACE M. JOHNSON
Correspondent, Milwaukee Terminals

A SPECIAL concert, arranged especially for the Milwaukee Road employees and their families as a part of the 1950 Centennial program, was presented by the Hiawatha Service Club Band of Milwaukee and The Milwaukee Road Choral Club of Chicago at the Nathan Hale High School in Milwaukee on the night of May 12.

Tom Ready of radio station WEXT, Milwaukee, announced the entire program, providing a story background for each selection.

The program was opened by the band, under the direction of Eugene Weber. Among the 10 selections offered were a euphonium solo by Pat Fitzgerald. Joseph Bergeim, director of music at North Division High School, Milwaukee, was guest conductor for two numbers of his own composition, "In Old Vienna" and "Music In The Park." Both of these numbers were spirited marches and were well received.

The choral club gave the employe audience an excellent, varied and interesting program under the direction of Glenn Jorian, with Eloise Mathies accompanying. One of the featured numbers was "Calm As The Night," sung by the women's chorus.

In fine balance, the men's chorus presented "De Animals A'Comin'." The program of the entire vocal ensemble included a Fred Waring arrangement of "Dry Bones" and two novel arrangements from Gershwin's "Porgy and Bess," which were exceptionally well done. There was a fervor and beauty about the group's performance which could result only from fine training and cooperation in



George M. Dempsey, president of the Choral Club, discusses the program with concert performers. Front row, from left: Loretta Bobkowski and Mary Cianci, Choral Club; Lois Kleist, band majorette and piano soloist. Back row, from left: Patrick Fitzgerald, euphonium soloist; Arthur Scholl, trumpet soloist; Robert O. Burr, leader, Barbershop Quartette; Lester W. Miller, chairman, Hiawatha Band.

all phases of the organization's work. For this much credit is due Director Jorian, and George Dempsey, president of the choral club.

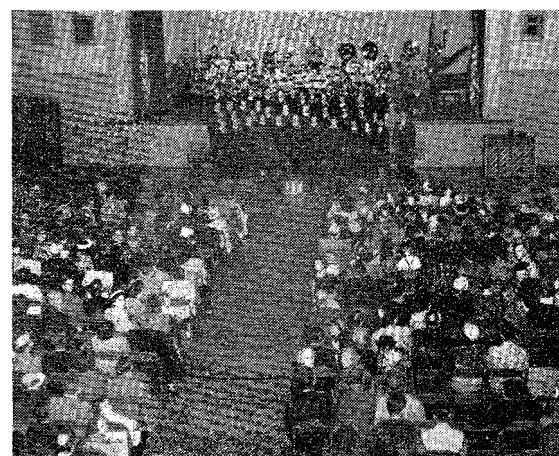
A brief talk on the history of the Hiawatha Service Club Band by Lester Miller, band chairman, preceded the band's performance which occupied the third portion of the program.

Lois Kleist, who, in addition to her ability as band majorette is also a very fine pianist, did the piano solo work in "LaRoughette," an arrangement for band with piano. Arthur Scholl, trumpet soloist, played "Star Dust" as his contribution to the program and displayed talent which was much applauded.

The Barber Shop Quartette was in top form and did well with "I've Been Workin' On The Railroad" and their own "Hiawatha Special" number. The program closed with a unison number, "Stars and Stripes For-

ever," with the band and choral club participating.

Scene in the auditorium of the Nathan Hale High School, showing a part of the employe audience.



Chicago Fair a New Tourist Attraction

THE CHICAGO Fair of 1950, the great outdoor exposition which will be held on Chicago's lake front from June 24 to Sept. 4 on the site occupied by the Railroad Fair, promises more sights to see than any person can absorb in one visit.

Among the big attractions on the varied program will be the pageant "Frontiers of Freedom," an hour-long spectacle depicting American achievements in industry and agriculture. It is being produced and directed by Mrs. Helen Ticken Geraghty who directed the "Wheels A-Rolling" pageant for the Railroad Fairs.

"Music in the Round," an innovation in the field of entertainment, will offer the favorite musicals, "Of Thee I Sing," "The Mikado," "The Merry Widow" and "On the Town." Rows of seats arranged in a huge circle with the Round, or stage, in the center, will assure a good view of the performances for everyone.

"The Big Top Circus," staged in the European style, will present Western acts, jugglers, clowns and the many other features that make a circus the most popular of summer shows. The "Cypress Garden Water Thrill Show" will feature breathtaking high jumps, five-man pyramids, and a pillow fight on water skis at 40 miles an hour. "Ice Varieties," featuring Britta Rahlen, nine-time Swedish figure skating champion, will offer four major acts, side-splitting comedy and many specialty turns.

Free exhibits too numerous to mention will make it worth while to visit the exposition many times during the season.

pile up a record which, for years of continuous service, is a challenge to the best in railroad annals—more than 800 years! The names of the Little kinfolk and the positions they have held since that time are as follows:

James Little, Sr., locomotive engineer; James Jr., traveling engineer and trainmaster; Bob, engineer; John, engineer; John II, engineer; Tom E., engineer; Gid, engineer and conductor; Jim, engineer; Jack, traveling engineer; Ivan, labor foreman; Harlan, special officer; Russell, mechanical department employee; James, laborer.

Here are the Maloneys:

Thomas Maloney, Sr., machine shop engineer; John, locomotive engineer; Jim, blacksmith helper; Tom Jr., engineer; Ed, engineer; Bill, engineer; Bill II, switchman; Hubert, engineer; Frank, baggageman; Joe, switchman; John II, brakeman; Tom III, machinist helper; Ed II, fireman; Joe II, switchman.

The list was compiled by John Sweeney, Manhattan, Kans., a retired L&R Division engineer. Sweeney, now past 90, was a personal friend of most of them.

Can You Top This?

IN THE years following the Civil War, when news of jobs on the railroads drew many Irish immigrants westward, the Littles and the Maloneys settled at Portage, Wis. Throwing in their lot with The Milwaukee Road, they proceeded to

		APRIL		FOUR MONTHS	
		1950	1949	1950	1949
DOLLARS COMING IN					
<i>How are we doing?</i>					
DOLLARS GOING OUT					
RECEIVED FROM CUSTOMERS					
For hauling freight, passengers, mail, etc...					
		\$18,543,881	\$18,325,487	\$70,864,927	\$75,958,250
PAID OUT IN WAGES					
PER DOLLAR RECEIVED (CENTS).....					
		(50.0)	(52.8)	(53.4)	(54.5)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance					
		565,921	627,718	2,295,689	2,556,317
PER DOLLAR RECEIVED (CENTS).....					
		(3.1)	(3.4)	(3.2)	(3.4)
ALL OTHER PAYMENTS					
for operating expenses, taxes, rents and interest					
		8,257,317	8,545,008	32,962,859	34,432,291
PER DOLLAR RECEIVED (CENTS).....					
		(44.5)	(46.6)	(46.5)	(45.3)
NET INCOME					
		448,835			
NET LOSS					
			528,404	2,249,541	2,455,221



Rights and Social Justice

THERE are many factors working against continuation of American liberty for the individual and one of the most dangerous is the antagonisms between groups of Americans themselves. We cannot fight effectively against an enemy within or from without if our society is constantly torn with bitter internal strife, one group against another. Under such conditions our economic progress slows down and the moral character of our nation is weakened.

One of the worst blights in America today is the conflict which propagandists have built up between employers and employees. This war of group against group is actively agitated by Communists and other radical elements working for a "New Social Order." But the Socialists and Communists couldn't successfully create enduring strife between these important groups in our American population if both groups had a knowledge of basic economics and real social justice.

Social Justice Only Decrees

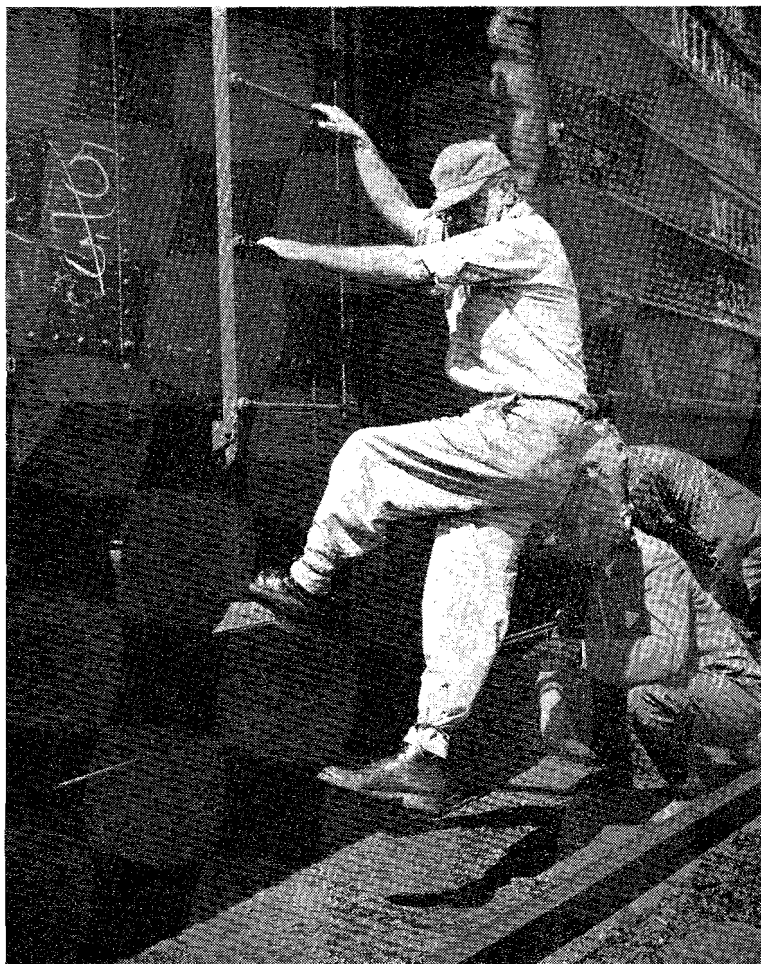
The true interests of both labor and management are identical. Employees of a business or industry always have a moral right to request an increase in pay when there is increased productivity for which they are directly responsible. Social justice gives them the right to request it, though not to force it. Under the capitalistic principles of private property and free enterprise no minority group has a right to take by force the wealth of another, or in effect impose taxes upon others.

Wage raise requests are just, therefore, when the employees have themselves helped to boost productivity and, thus, company income. Though social justice may in some instances decree that they be given a share of profits or wealth they didn't help create, they have no moral right to demand that. The Socialist doctrine, on the other hand, does not recognize the principle of private property. It gives everybody the right, by force of law, to participate in the fruits of the production of everybody else. That is the essence of Socialism.

People who invest their savings (capital) in the establishment and

operation of a business have the right, under the American system, to keep the profit. The only moral obligation on them is to accord just treatment to the employees and the public. Social

justice decrees, further, that they reward the employees properly for increased productivity. But to do or not to do this is a prerogative of
(Continued on page 24)



E. G. Kiesele, superintendent of Chicago Terminals, and Otto C. Stainer, district safety engineer (partially hidden), make a close check as Joe Hogan, yard engine foreman at the Western Avenue freight yard, demonstrates on a standing car the proper way to get off a car, either standing or moving.

GETTING OFF SAFELY

MEN in train, engine and yard service, as well as others whose duties involve getting on and off moving equipment or working in the vicinity of tracks on which moving equipment can be expected, will be interested in the above picture.

It illustrates as well as any picture could the life-saving precautions outlined by Superintendent E. G. Kiesele of the Chicago Terminals Division before the regional safety meeting of the A.A.R. safety section in Chicago on May 4.

The two subjects on which Mr.

Kiesele talked were "Getting On or Off Cars or Locomotives" and "Struck and Run Over." Both of these papers were so well received that The Milwaukee Road division of safety has sent copies to all superintendents on the railroad, who have passed them along to assistant superintendents and trainmasters for distribution among employees interested in reading them.

All operating employees, particularly those in the classes of work mentioned above, are encouraged to ask for a copy and study it carefully.

Here's Why!

Quotes from outstanding essays written by employes on the subject, "Why I Like to Work for The Milwaukee Road."

Kick Proof . . .

While standing in line at the Railroad Fair in Chicago, I heard a man talking in a loud voice about the things he does not like about railroads. I asked, "What about The Milwaukee Road?" He answered, "I have nothing to kick about." It was a grand feeling when I could say to him, and the others listening, "That's the road I work for."

Charles Feil,
Brakeman, Antigo, Wis.



C. W. Dwyer



Charles Feil

Through Four Generations . . .

My grandfather helped lay the rails of The Milwaukee Road from Milwaukee to Pewaukee; worked on the section and raised a family of seven boys and two girls. Six of the boys became Milwaukee Road engineers. My father raised four boys, one an engineer, one a switchman, one a machinist helper, and myself, a conductor. I now have a son in train service. For four generations the Milwaukee has maintained and educated our family. Why shouldn't I like to work for The Milwaukee Road?

C. W. Dwyer,
Conductor,
Superior Division.

Beats Private Industry . . .

Prior to entering the employ of The Milwaukee Road I worked for a private industry. When the opportunity of going to work for the railroad presented itself, I was offered a substantial increase in salary to remain with the private concern, but when I weighed the opportunity for advancement, plus the transportation privileges for myself and family, I chose The Milwaukee Road, and I have

never regretted it for one minute. Now, when asked where I work, I am proud to say, "I work for The Milwaukee Road."

H. J. Swank,
Austin, Minn.

It's Up to Us . . .

When I think of my job, I see beyond the individual railroad and realize that we are a part of the arteries of the nation. The ability to move vast amounts of raw and manufactured materials efficiently determines whether a country shall be great or not. So I like to think that the nation is depending on us. If you doubt this, just listen in sometime to a man who gets his freight late or damaged!

Bert R. Fix,
Stower, Freight House,
Minneapolis, Minn.



B. R. Fix



W. W. Coe

Friendlier Here . . .

I like the friendliness of Milwaukee Road employes. Of course, railroad employes are never strangers, but friendliness is more noticeable on this road. The rules and working conditions are as good or better than on any railroad I know of. I like my work, as it is interesting. There are so many different things to do and think of that it does not get dull or monotonous.

W. W. Coe,
Signal Maintainer,
Tama, Ia.

It Belongs to Us . . .

While I don't own any stock in The Milwaukee Road, it is just the same our road, our cars, our engines and track. It belongs to me—to all of us. My part in running the railroad is

small, but without me or my kind, the cars would soon fall apart. I like the thought that others are depending on me to make it safe for them to work, that commodities can be shipped safely, and that the public can ride from place to place and enjoy the comfort and safety which The Milwaukee Road provides.

W. E. Sandstedt,
Lead Carman,
Bellingham, Wash.



J. L. Larson



W. E. Sandstedt

Family Affair . . .

The Milwaukee Road has been as a father to me. We raised our children, gave them good educations. We own our home and have saved something to help out in old age. The Milwaukee Road has been our living throughout 50 years, and when I retire it will still be my helper in more ways than one. Now, in the face of all I have experienced, you tell me what more a person could ask or expect.

J. L. Larson,
Agent, Ute, Ia.

Travel Opportunities . . .

It was The Milwaukee Road which gave me my first opportunity to travel; Yellowstone Park with its rare phenomena, the scenic beauties of the West, and the East with its wonders and its commercial advantages. Seeing our country is such a treat!

Leah Aaron, Typist,
Chicago, Ill.

"Chock Full" of Satisfaction . . .

Man works not for money alone, but for the satisfaction he receives from his work. My work is "chock full" of such satisfaction. My experiences have been varied, my remuneration has been adequate to provide for myself and family, my associations on and off the job have been very pleasant, and I wouldn't trade jobs with any man on earth. I anticipate at least 25 years more of the same.

R. L. Marlett,
Train Dispatcher,
Madison, Wis.



Shouldn't We Grownups Be Ashamed of What We're Doing to Her?

I'm Susie's dad. I invested \$18.75 for her today. Ten years from now she'll have \$25. But what will her \$25 buy in 1960?

From 1940 to 1950, the price of bread has increased from 7½c to 17c for a somewhat larger loaf; a pound of chuck roast from 23c to 55c; a pound of coffee from 23c to 79c; a new auto from \$895 to \$1,680; a house and lot from \$6,425 to \$11,500. How much will Susie's \$25 buy in 1960? Will my wife and I be able to live on my pension and insurance annuity after I'm retired, or will Susie have to help support us?

I earn \$60 a week but I receive only \$55.70 after federal taxes are withheld . . . that's \$223.60 taxes a year. I pay direct taxes for state and local government besides. About 5c of the price of a loaf of bread is for at least 151 hidden taxes. I pay over 11c tax on a 20c pack of cigarettes. At least \$355 of the price of our new car was tax. The price of every single thing we buy includes taxes to pay the high cost of government, amounting roughly to at least 25c out of every dollar we spend. But our government still can't live within its income . . . and the Hoover Commission Report proves we're not getting our money's worth.

I'm ashamed, but I'm waking up.

I'm going to vote at every election, and I'm going to vote for those who, regardless of party, promise to protect my Susie's future against more debt, more taxes, more bureaucracy, less freedom, less opportunity. That will help insure that Susie's dollars and my pension dollars will buy more tomorrow than they will today. I'm going to keep tabs on those elected to see if they keep their promises. And I'm going to write my Congressmen right now to tell them this.

Then maybe I can look Susie in the eye, and not be ashamed.
How about you?

—From the Taxpayers' Federation of Illinois.

The "Friendly" Route

WE ARE grateful, indeed, to Sgt. John Scott, Ft. Lewis, Wash., for the following letter regarding the reputation of the Milwaukee as "the friendly railroad".

"I happened to overhear your company referred to in this way on a recent radio broadcast", Scott wrote. "Ordinarily I would have dismissed it as a copywriter's dream, but through the personal experience of my wife and myself, the phrase meant something.

"As you can judge, I am not rich or famous — just another soldier — but when I traveled in uniform on your Olympian Hiawatha from Chicago to Tacoma I was afforded the same treatment as the wealthy lumber magnate who occupied a more expensive space. Ditto for my wife and two children who came out two months later on the same train.

"I am afraid that my children, being unused to traveling, were a trial to the crew, yet the men never lost their tempers. The porter was especially tried by them (with calls at all hours, and no promise of a big tip), but he responded as though Mrs. Scott, the sergeant's wife, might have been Mrs. Astor-Ritz.

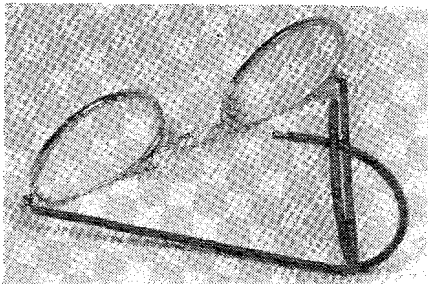
"Truly, if any railroad deserves to use the phrase 'The Friendly Railroad', your road does. We have told all of our traveling friends about it."

I believe that any man's life will be filled with constant and unexpected encouragement, if he makes up his mind to do his level best each day, and as nearly as possible reaching the high-water mark of pure and useful living.

—Booker T. Washington

Patriotism is easy to understand in America. It means looking out for yourself by looking out for your country.

—Calvin Coolidge



District Safety Engineer "Vic" Peterson (second from left) discusses the railroad's eye protection program with Master Mechanic W. E. Brautigam and shopmen in Deer Lodge, Mont. Peterson holds a pair of the G-1-A goggles recently adopted for general use on the railroad. Above is a close-up of the G-1-A goggles.



SAFETY RALLIES HELD IN MINNEAPOLIS AND TACOMA

THE SERIES of safety rallies held on the railroad this spring continued in April with meetings in the key cities of Minneapolis and Tacoma.

The enthusiasm which was so apparent at the rallies held in Chicago and Milwaukee gained momentum as the program moved westward. At Minneapolis, 511 employees turned out for the rally held in the Luke Rader Gospel Tabernacle the evening of Apr. 4. L. J. Benson, assistant to president, again charted the evening's events.

Taking a cue from audience appreciation at the previous sessions, colored motion pictures of the Chicago Railroad Fair opened the bill. As director of the railroad's safety program, Mr. Benson spoke about the fine record which had been maintained at the Twin City Terminals for the past several years and extended his compliments on the sustained interest in safety which has kept the record down to only one reportable injury so far this year.

Talks were also made by Superintendent K. R. Schwartz; Dr. O. W. Yoerg; Dr. F. T. Cavanor; M. L. Medinger, district safety engineer; F. A. Shoulty, assistant superintendent car department; L. W. Palmquist, superintendent, LaX&R Division; D. T. Bagnell, general superintendent; and



Talking it over, Tacoma meeting. Left to right: R. A. Kidd, general foreman Tacoma shops; G. J. Johnston, division master mechanic; G. M. Dempsey, general inspector of safety, Chicago; William Hendry, Tacoma business man.

J. J. O'Toole, general superintendent terminals.

It remained for employees at Tacoma, with a turnout of 627, to top all attendance records for safety meetings held on the railroad this year. The rally, at the Odd Fellows Hall on Apr. 25, found many family groups in the audience. The films of the Chicago Railroad Fair, augmented on this occasion by an Abbott and Costello comedy, were applauded heartily.

Mr. Benson led off the session with a review of the safety performance of the Coast Division since 1948. Citing the improvements in equipment and practices which have served to better the record, he also cautioned his listeners to respect the use of all safety devices and adherence to safety precautions.

Brief talks were made by the following, in the order of their appearance on the platform: A. O. Thor, superintendent, Coast Division; H. J. McMahon, district safety engineer;

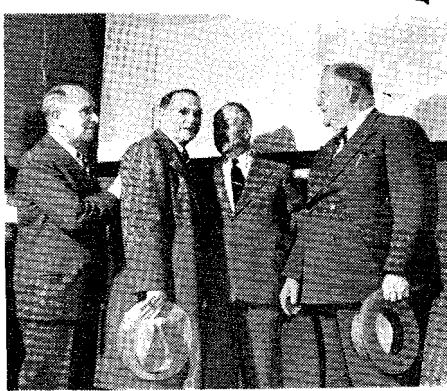


The engineers stick together. Snapped at Tacoma, left to right: H. W. Hall, W. R. Young, George Tierney, E. G. Talmadge, J. W. Rummel.

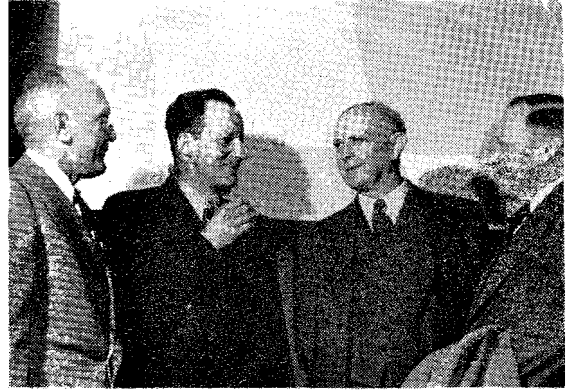




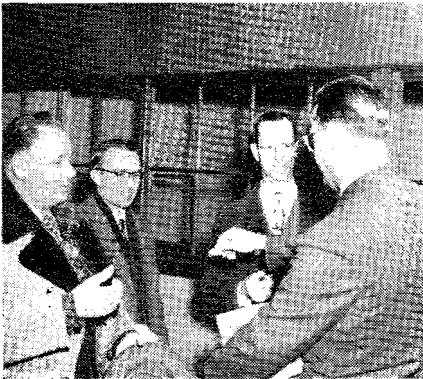
At Tacoma, from left: C. E. Barrett, district general car foreman; A. W. Kaeding, car foreman, Seattle; W. E. Campbell, assistant district general car foreman; J. G. Norris, chief clerk district master mechanic.



At Tacoma, left to right: E. W. Mitchell, local chairman B. of R.T.; C. W. Robinson, conductor; Guy Truscott, captain of police; L. E. Borden, general chairman B. of R.T.



Passing around a good one at the Tacoma session. Left to right: A. O. Thor, division superintendent; T. M. Pajari, division engineer; H. R. Beers, retired assistant engineer; L. C. Jensen, assistant engineer.



The gag that a rabbit's foot is for luck, coming from Captain of Police A. W. Hass, Aberdeen, S. D. (right), gets a laugh at Minneapolis. Left to right: M. A. Nyberg, general signal inspector; P. V. Mather, signal inspector; T. J. Hanlon, H&D signal supervisor.

C. T. Jackson, chief engineer; C. E. Barrett, district general car foreman; Dr. J. F. DePree, chief surgeon Lines West; D. H. Phebus, general storekeeper; L. K. Sorensen, general manager, Lines West; L. H. Dugan,

vice president; and J. P. Kiley, vice president-operations.

A talk by President C. H. Buford, whose presence created a stir at the meeting, wound up the speaking program. Observing that many accidents can be traced to lack of concentration—of thinking about things other than the work at hand—his brief talk was concerned with promoting safety by sending the head of the household off to work in a proper frame of mind.

Entertainment was provided by 11-year-old guitar player Roger Smith, son of the wrecking foreman at Tacoma; tap dancer Pamela Drost, five-year-old grand-daughter of Neal Lupton, retired time revisor of Butte, with Grandmother Lupton as accompanist; and singer Marilyn Mann, 19, the daughter of PBX Operator Mrs. Ingrid Mann of Tacoma, with Miss Sally Bertucci accompanying. Refreshments were served before the crowd headed for home.

A Tacoma meeting foursome, left to right: L. K. Sorensen, general manager Lines West; J. O. McIllyar, western traffic manager; Paul Wilson, general freight agent; O. R. Anderson, general passenger agent.



Minneapolis tete-a-tete. Left to right: F. M. Washburn, district safety engineer; F. M. Balcom, yard conductor, Minneapolis; W. P. Golden, reservation bureau supervisor, Minneapolis.



Scene at the Odd Fellows Hall, Tacoma, on Apr. 25. This was the largest safety rally ever held on the Milwaukee Road.

The Governor's Safety Award, Continuation Certificate, of the Minnesota Safety Council which was presented to The Milwaukee Road at the Minneapolis rally by Governor Luther W. Youngdahl. The award certifies to the Road's cooperation in accident prevention and meeting of safety standards.

At the Minneapolis meeting, left to right: J. I. Sullivan, trainmaster's clerk, St. Paul; M. L. Medinger, district safety engineer; R. F. Fairfield, trainmaster, Tacoma; D. T. Bagnell, general superintendent; L. W. Palmquist, superintendent LaX&R Division.





Fast Mail team, left to right: Ralph Gatto, Harry Baldaccini, William Kusch, Jack Brandenburger and Edward Rumps.

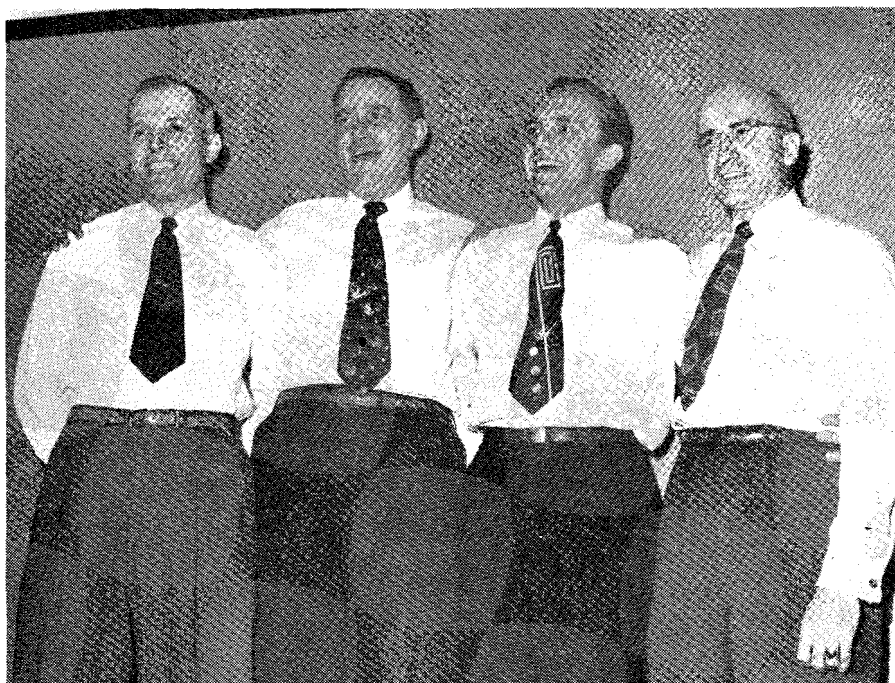
Teams Tie for Top Honors In Chicago Bowling League

IN THE closing days of the bowling season, the Minnesota-Marquette team of the Hiawatha Bowling League, Chicago, came from behind to tie the Fast Mail team for first place.

Team standings at the end of the season were as follows:

Team	Won	Lost	High Team Games
1. Minnesota Marquette ..	62	43	22
2. Fast Mail ...	62	43	22
3. Olympian ..	60	45	20

4. Traveler	58	47	21
5. Hiawatha ...	55	50	18
6. Pioneer Ltd.	55	50	15
7. Tomahawk ..	53	52	15
8. Chippewa ..	52	53	17
9. Fisherman ..	52	53	18
10. Southwest ..	49	56	14
11. Sioux	47	58	17
12. Columbian ..	44	61	14
13. Copper Country	44	61	18
14. Marquette ..	42	63	14



Minnesota-Marquette team, left to right: Joe Shemroske (captain), Herb Maass, Ed Dusak and Joe Kopec. The other two members of the team, K. L. Clark, division engineer of the Chicago Terminals, and R. D. Claborn, assistant engineer in charge of the Savanna yard construction project, were not available for the picture.

Looking Ahead

(Continued from page 19)

human rights. When, or if, an attempt is made to establish this economically and socially sound code by force of law—or by any force—real social justice is thereupon violated.

Therefore, the demand of Socialist or Communist propagandists for a share in the profits of a business solely on the basis of their so-called "Social Justice" or "Economic Democracy," and ignoring the fundamental rights of the business ownership, can never be harmonized with the philosophy of American capitalism or real human justice. These are fundamentals: (1) The enforced sharing of wealth is Socialism, regardless of what label it may be given. (2) The voluntary sharing of wealth is an American capitalist (and Christian) ideal which has been liberally exercised. (3) And reward measured upon the base of productivity is economically and morally sound.

Contrasting Principles

Dave Beck, leader of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America, said in a recent speech: "There is no problem in human relationships so complex or so grievous that it cannot be solved reasonably, if men of character, men with a sincere desire to cooperate in mutual confidence, will sit down together around the conference table, each respecting the rights and dignity of the other, and all inspired by the will to serve the common good."

That's a good statement. It is in contrast to one made a few weeks later by Emil Mazey, secretary-treasurer of the United Automobile Workers, in a speech to Chrysler strikers. He was quoted as saying: "When we grow a little stronger we will demand all that we produce." This goal ignores the "rights and dignity" of the investors who build the plants and finance purchase of the machinery, raw materials and managerial skill to provide the jobs. It is a disruptive statement, not a harmonizing one.

Speaking of real security, American families now own 191,000,000 life insurance policies, which is an average of more than four policies to a family.

Imagine what our country would be like today if the first men and women who arrived from the Old World had come looking for "something for nothing"—instead of for freedom and a chance to improve their condition and that of their adopted land.

RETIREMENTS

The following employes' applications for retirement were recorded during May, 1950

Chicago General Offices

JOHNSON, ABRAHAM L. Chicago, Ill.
Porter
TADSEN, LOUIS B. System
Welder Foreman
WICKE, HENRY A. Chicago, Ill.
Mds. Supervisor

Chicago Terminals

CANNATO, LEO Chicago, Ill.
Sec. Laborer
CASELLA, SALVATORE Chicago, Ill.
Sec. Laborer
ESPEDAL, OSMUND T. Galewood, Ill.
Trucker
FORSTER, JAMES L. Chicago, Ill.
Machinist
GARRY, JAMES P. Bensenville, Ill.
Switchman
HANSEN, GILBERT Galewood, Ill.
Frt. Handler
JUNGK, GEORGE M. Galewood, Ill.
Trucker
KOPERNY, STANLEY A. Chicago, Ill.
Car Inspector
LOWE, WILLIAM H. Galewood, Ill.
Switchman
RICHARDSON, JOHN W. Chicago, Ill.
Stationary Engineer
ZMORA, JOHN Chicago, Ill.
Checker

Coast Division

BARTA, FRANK V. Danvers, Mont.
Section Laborer
BELL, FRANK C. Seattle, Wash.
Clerk
BRATBACK, PETER Tacoma, Wash.
Carman
BRUNBERG, KNUTE O. Seattle, Wash.
Ex-Gang Laborer
FRICKSON, GEORGE Seattle, Wash.
& Deck & Barge Hand
GATTEN, FRANK Tacoma, Wash.
Section Laborer
GRUBER, LOUDEN Seattle, Wash.
Loco. Fireman
MCQUAID, JAMES E. Tacoma, Wash.
Boilermaker
SWANBERG, CHARLES O. Cle Elum, Wash.
Sta. Agent
WHITE, FRANK E. Seattle, Wash.
Ex. Gang Laborer

Dubuque & Illinois Division

BEUTLER, ALFRED Waukon Jct., Iowa
Pumper
BOWMAN, WILLIAM D. Savanna, Ill.
Switchman
BRYANT, FRANK E. Dubuque, Iowa
B & B Carpenter
CARPENTER ARTHUR G. Lucerne, Mo.
Ex. Gang Laborer
FICKER, WALTER F. Mabel, Minn.
Tel. Operator
GRIFFING, ROY M. Seymour, Iowa
Agent-Operator
HART, BERT J. Ottumwa, Iowa
Conductor
POWELL, ELVERY J. Ottumwa, Iowa
Loco. Painter
REISCH, GEORGE M. Braymer, Mo.
Agent-Operator
SALTOW, GEORGE C. Savanna, Ill.
Sawyer, Rail Mill
TEE, WILLIAM J. Ottumwa, Iowa
Conductor

Hastings & Dakota Division

CARLSON, FRANK O. Ortonville, Minn.
Ex. Gang Laborer
DRAGSETH, ANDREW Wolsey, S. D.
Section Laborer
GILLSON, MARVIN E. Orient, S. D.
Agent
LOCKINGTON, LOUIS B. Aberdeen, S. D.
Machinist
MAY, GEORGE H. Montevideo, Minn.
Conductor
PETERSON, CHARLES J. Aberdeen, S. D.
Machinist
ROWLAND, CHARLEY C. Wheaton, Minn.
Section Laborer
WELLS, WILLIAM H. Minneapolis, Minn.
Conductor
YEOMAN, BERNARD J. Aberdeen, S. D.
Coach Cleaner

Idaho Division

FRANKIE, ELMAR F. Spokane, Wash.
Ex. Gang Laborer
FREDRICKSON, ELVING M. Revere, Wash.
Section Laborer
GEORGIEFF, DIMITR K. Spirit Lake, Ida.
Section Laborer

NELSON, ROBBIN A. St. Maries, Ida.
Loco. Engineer
STONE, GUST St. Maries, Ida.
Sec. Laborer

Iowa Division

BRUNER, LEE H. Eldridge, Iowa
Sec. Laborer
GRAU, HUGO A. Manilla, Iowa
Section Laborer
HAAS, HERMAN J. Miles, Iowa
Section Laborer
SPENCER, ALBERT B. Perry, Iowa
B&B Foreman
STAPEL, GARY H. Hawkeye, Iowa
Sec. Laborer
THEULEN, JR., JOHN C. Defiance, Iowa
Section Foreman

Iowa & Dakota Division

ANDERSON, ALBERT E. Canton, S. D.
Section Laborer
GUSE, ARTHUR H. Mitchell, S. D.
Brakeman
HUGHES, RICHARD Sioux City, Iowa
Loco. Engineer
IVERSON, CARL J. Ruthven, Iowa
Sec. Laborer
MCLEOD, ALEXANDER Mason City, Iowa
Ex. Gang Laborer
PICKETT, OTTO Mitchell, S. D.
Eng. Watchman
RICHARDS, JOHN J. Geddes, S. D.
Section Laborer
SLOAN, CHARLES E. Mitchell, S. D.
Conductor
SNYDER, JOSEPH D. Rapid City, S. D.
Trucker

Iowa & Southern Minnesota

LARSON, THOMAS Wessington Spgs., S. D.
Sec. Laborer
REWALT, JAMES W. Flandreau, S. D.
Clerk
SCHOMACKER, BEN Howard, S. D.
Sec. Laborer

La Crosse & River Division

BERNETT, THOMAS A. Sparta, Wis.
Janitor & Trucker
COSTELLO, WILLIAM S. Minneapolis, Minn.
Brakeman
DEVINE, DOMINIC J. LaCrosse, Wis.
Clerk
GAGNIE, WILLIAM J. Eau Claire, Wis.
Ex. Gang Laborer
KOEHLER, HORACE G. Por age, Wis.
Loco. Engineer
METZGER, FRANK P. LaCrosse, Wis.
Brakeman
SALEY, ANTON LaCrosse, Wis.
Switchman
SKEEDE, ARCHIE H. New Lisbon, Wis.
Sec. Laborer
TORMA, JOHN J. Hastings, Minn.
Ex. Gang Laborer
WILSEY, ROY D. Menomonie, Wis.
Brakeman

Madison Division

HEIMANN, ANDREW New Glarus, Wis.
Sec. Laborer
KRESSEL, JAMES L. Madison, Wis.
Machinist

Milwaukee Division

HAUSER, BERNARD A. Rubicon, Wis.
Custodian
JEWERT, GEORGE F. Bardwell, Wis.
Telegrapher
MATTHES, HERMAN F. Berlin, Wis.
Section Laborer
MINNICK, PATRICK Caledonia, Wis.
Ex. Gang Laborer
NEITZEL, ERNST H. Horicon, Wis.
Clerk
SCHALLOCK, WILLIAM F. Milwaukee, Wis.
Mach. Helper
SCHENDEL, EDWARD J. Milwaukee, Wis.
Loco. Engineer

Milwaukee Terminals

BATCH, JOSEPH B. Milwaukee, Wis.
Sheet Metal Worker
BOLDT, MIKE J. Milwaukee, Wis.
Trucksmith
FINNEGAN, EDMUND B. Milwaukee, Wis.
Car Helper
HENKEL, JOSEPH Milwaukee, Wis.
Storehelper
HERALD, FERDINAND Milwaukee, Wis.
Laborer

KOBYLINSKI, WALTER Milwaukee, Wis.
Coremaker
KOLANDA, FRANK J. Milwaukee, Wis.
Machinist
OTT, ALVIN E. Milwaukee, Wis.
Coremaker
OTT, ANTON Milwaukee, Wis.
Laborer, Loco. Dept.
PROBER, BEN Milwaukee, Wis.
Carman
PRZYBYLA, JOSEPH Milwaukee, Wis.
Mach. Helper
RAGAN, GEORGE W. Milwaukee, Wis.
Carman
ROBERTS, ADISON Milwaukee, Wis.
Laborer, Loco. Dept.
ROYSTON, JOHN M. Milwaukee, Wis.
Switchman
SMITH, WALTER Milwaukee, Wis.
Ex. Gang Laborer
TIPO, ELIA Milwaukee, Wis.
Section Laborer
WEISS, ARNOLD Milwaukee, Wis.
Blacksmith Helper

Off Line & Miscellaneous

WAHOSKE, HENRY R. Portland, Ore.
Trav. Frt. & Pass. Agt.

Rocky Mountain Division

BURNS, JOHN F. Butte, Mont.
Loco. Engineer
CASS, OSCAR Harlowton, Mont.
Sec. Laborer
FULTZ, EARL A. Great Falls, Mont.
Ex. Gang Laborer
LOWER, CHARLES S. Sappington, Mont.
Section Foreman
SWEET, ERNEST A. Great Falls, Mont.
Brakeman
VASILOS, GUST T. Adair, Ida.
Section Laborer

Superior Division

BOWLER, JOSEPH Green Bay, Wis.
Ex-Gang Laborer
CARRICK, FRED A. Green Bay, Wis.
Brakeman
EDWARDS, BENJAMIN E. Waldo, Wis.
Agent
KOCHA, FRED Green Bay, Wis.
Carpenter
LEAR, WALTER H. Channing, Mich.
Conductor
LOOSE, SIMON Cedarburg, Wis.
Sec. Laborer
NELSON, EDWARD J. Green Bay, Wis.
Carman
STECKO, MARY Marinette, Wis.
Custodian
STREM, NELS Green Bay, Wis.
Blacksmith

Terre Haute Division

BATMAN, FRANK Bedford, Ind.
Hostler
BEALL, CLEVELAND Terre Haute, Ind.
Carman Helper
BECK, LOUIS B. Cortland, Ind.
Section Laborer
BRUNER, ARTHUR L. Linton, Ind.
Sec. Laborer
DRIVER, LEE O. Terre Haute, Ind.
Laborer, Store
HARBIN, HUGH F. W. Clinton, Ind.
Loco. Engineer

Trans-Missouri Division

CASS, RICHARD L. Miles City, Mont.
Laborer, Loco. Dept.
ECK, BIRGER Miles City, Mont.
Ex. Gang Laborer
HELM, NELS A. Miles City, Mont.
B&B Foreman

Twin City Terminals

BELL, HARRY G. Minneapolis, Minn.
Machinist
BERG, CARL E. Minneapolis, Minn.
Blacksmith
CORCORAN, JOHN H. Minneapolis, Minn.
Switchman
GOOSSENS, PETER F. Minneapolis, Minn.
Coach Cleaner
HANSON, CARL Minneapolis, Minn.
Carman
HIGHT, CHARLES A. St. Paul, Minn.
Loco. Engineer
KORSLUND, ALFRED Minneapolis, Minn.
Carman
LEGUN, VINCENT J. Minneapolis, Minn.
Painter
MURRAY, ROBERT J. So. Mpls., Minn.
Section Laborer
RADMILOVICH, PETER P. Minneapolis, Minn.
Section Laborer
SEVERSON, PETER M. Minneapolis, Minn.
Carman
STENSETH, OLE Minneapolis, Minn.
Carman
WALDOW, AUGUST A. Minneapolis, Minn.
Laborer, Loco. Dept.
ZINNIEL, MICHAEL M. Minneapolis, Minn.
Machinist

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

D & I DIVISION

E. Stevens, Division Editor

Switchman J. R. Holmberg, Savanna, and Mrs. Holmberg sailed on the liner *Gripsholm* May 10 for a three and a half month visit to points in Sweden, where they have relatives whom they have not seen in many years. They took their automobile along to facilitate traveling in that country.

Miss Marjorie Adams, daughter of Iowa Division Conductor Richard Adams, Savanna, has been selected by the American Legion Auxiliary to attend the 10th annual session of Illinois Girls State to be held at McMurray College, Jacksonville, June 20-28. Selection is made on the basis of outstanding leadership, character, courage, honesty, co-operative ability and scholastic standing. The purpose of Illinois Girls State is to provide citizenship training for Illinois girls.

New arrivals: A son at the home of Mr. and Mrs. James Tack (Savanna roundhouse) on Apr. 30.

Patrick John arrived on May 7 at the home of Mr. and Mrs. Lawrence Davis, Savanna. Mrs. Davis is the former Jean Cottral of the superintendent's office at Savanna. This makes Iowa Division Conductor Max Cottral a grandfather.

Captain of Police and Mrs. Jules Oswald, Savanna, with son-in-law and daughter, Mr. and Mrs. Donald Householder, attended the wedding of their son Max and 1st Lt. Anna-



Harold Williamson, chief clerk in the office of general agent passenger department, Chicago, and Miss Anita Staffa, a reservation clerk for the CB&Q in the Chicago Union Station, who were married on May 10. They will make their home in Bellwood, Ill. A large number of the couple's fellow employees attended the reception at the bride's home.

belle Berteman in the Congregational Church, Abington, Ill., on May 14. Charles Thompson, signal department, Savanna, was best man.

C. E. Hersey, machinist at Savanna roundhouse, was married to Alma L. Wilkinson on May 8. Following a wedding trip to Seattle and other western points, they will make their home in Savanna.

Mr. and Mrs. Walter Miller (store and freight service department, Savanna) report the arrival of a son at their home on May 10.

Jean Fisher, daughter of Car Foreman J. H. Fisher, Savanna, became the bride of Wayne Walker, Sabula, in a ceremony performed by the brother of the bride, the Rev. Dale Fisher of Chicago, in St. Peter's Catholic Church in Sabula on May 20. After a trip to southern points the couple will make their home in Kasson, Minn.

Carman Frank Mirosh, Mrs. Mirosh and daughter Helen, Savanna, attended the wedding of their son and brother, Frank, to Miss Helena Patterson in Los Angeles on June 3.

A few hours after Charles Thompson, signal department at Savanna, returned from serving as best man at the wedding of Max Oswald in Abington, Ill., on May 14, he was rushed to the Savanna City Hospital for an emergency appendectomy. He is back at his desk in the signal supervisor's office, none the worse for his hectic week end.

Third District

Mr. and Mrs. Darrell Fisher, car department, Ottumwa, announce the arrival of a son (grandson of Car Foreman J. H. Fisher, Savanna) at their home on May 16.

Ben Nutt, retired assistant foreman of Savanna roundhouse, underwent surgery in a hospital in Ottumwa on May 5. He is convalescing at the home of his daughter, Mrs. K. Barbian.

Quad Cities Area

Marion L. Arnold, Correspondent

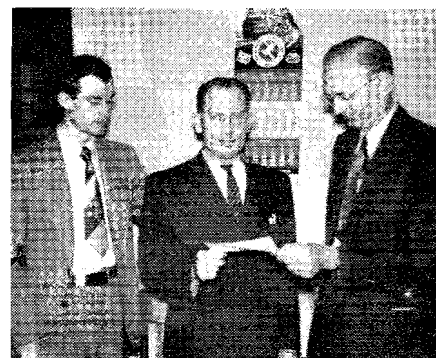
"James Geyer" was the name given by Roger and Marian Kiesow to their son who was born on May 16. Agent George Geyer, East Moline, is the grandfather.

The quick recovery of Ray Schultz was a pleasant surprise. He was released from the hospital on May 3 and was back on the job on May 10. Coal Shed Operator William Helton has gone to Iowa City for an operation. Switchman Mike Flanagan has returned to work. Switchman G. E. Welch is still ill at this writing.

Engineer Ernie Johnson returned home on May 25 after spending a week in the hospital. He will be off until July 1. D. B. Brooke, agent at Eldridge, is spending several weeks at the Bergholz Clinic at Milwaukee. D. Y. Gibson of Dixon is taking his place at the depot.

R. M. Griffing, veteran agent at Seymour, Ia., retired on May 1 after 45 years of railroading. Mr. Griffing was born at Cowgill, Mo., in 1885 and got his first taste of railroading when he worked on the section two

summers while he was in school. After that he learned telegraphy from the agent at Cowgill. His first agency was at Birmingham, Mo., then a night job at Liberty, Mo., and in 1911 the agency at Gault, Mo. He went to Seymour in 1915 and had been there continuously until his retirement. Before making plans for the future, he intends to "just take it easy" for a while.



Among the lucky ones in a drawing sponsored by the Chicago Booster Club on May 11, Ed T. Tomasik, designing detailer in the engineering department (center), gets the good news in a check for \$100. The interested co-workers are Harold Datisman, chief clerk in the B&B department (left), and H. W. "Wes" Celander, assistant engineer.

CHICAGO GENERAL OFFICES

Freight Auditor's Office

J. A. Strohmeier, Correspondent

Charles Becker, review bureau, who had been on leave of absence for five months due to illness of his mother, returned to work on June 1.

Ed Wayrowski, review bureau, who served on the grand jury for 18 days, is showing a courtesy card he received from Sheriff Elmer Wash and a letter commending him for his services.

Harry Myers, interline bureau, returned to work May 8 after a six-month leave which he spent at Phoenix, Ariz., and other western cities.

We extend sympathy to Walter Stark, review bureau, on the death of his father on May 9.

Helen Jean Carlson, switching and tracing bureau, is to marry Victor Jankowski on June 3.

Fred Miller's collection of funds for Chicago boys clubs throughout the building amounted to \$80.

Cindy Finn, waybill filing bureau, left us May 26 to take a position as receptionist in the Camelot dining room at the Sheraton Hotel.

Ray Bertolani, of the rate revising bureau, will be married on June 24. The bride-to-be is Betty Kosho. They will honeymoon at Sister Lake, Mich.

Office of Auditor of Equipment Accounts

Harry M. Trickett, Correspondent

New employees of the past month are Daniel Budnik as our office boy, and Mrs. Fay Magid, comptometer operator, replacing Oma Carruthers, who was assigned to other work.

Margaret Hopp Day was an event of May 12, commemorating her 30 years of service. She was presented with a wrist watch by friends in our office. Her display of gifts from friends throughout the building was an outstanding expression of loyal friendship. She has been acting as secretary in place of Margaret Norris, who is convalescing from surgery.

Rita Cichon and Betty Koss enjoyed their vacations at St. Augustine, Fla., early in May.

New rings appeared on the fingers of Lorrain Leinwander, on May 4, and Barbara Swiontek, on May 26.

Grace Hargesheimer was honored with a stork shower on May 26 when she resigned to await the blessed event.

Mrs. Laura Whitson was an office visitor on May 25, making arrangements for a vacation trip to New York and Canada.

Angela Nixon and Blanche Polzin departed on May 26 for a vacation at a health resort located on the Hudson River at Irvington, N. Y.

Office of Auditor of Passenger Accounts

Bill Tidd, Correspondent

Margaret Hopp celebrated her 30th anniversary with the Road on May 12. She received many beautiful gifts and congratulatory messages.

Chris Steggers, Agnes McGrath, Irene Barry, Jo Goetz and Cele Koob went to Holland, Mich., for the Tulip Festival. While there they stopped at the Netherlands Hotel which is operated by Ella (Chiapparine) Schmidt, formerly of the abstracting bureau.

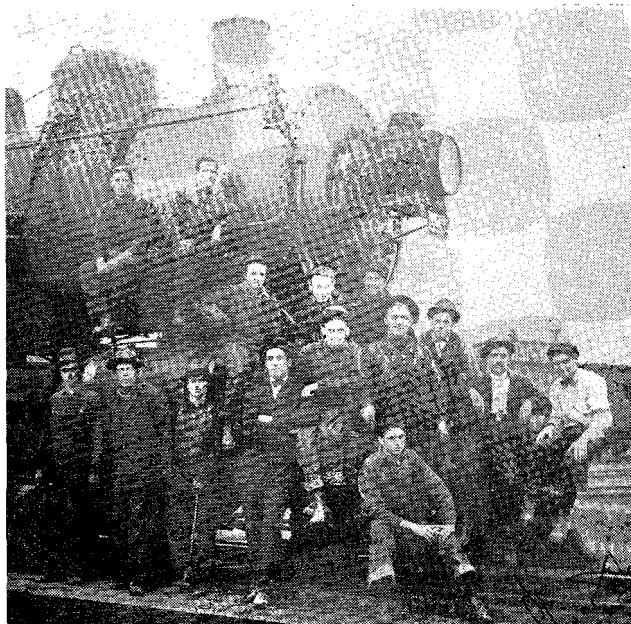
Emily and Joe Trezek are touring the Southwest in search of a suitable climate so Emily can regain her health.



The proof of a good fish story shows Ed Knapkiewicz (left) and Jerry Mann, employees of the freight claim department in Chicago, with a string of 27 white bass caught recently in Wolf River, Wis. The picture was taken by the third member of the fishing party, fellow employee Herman Grell.

June, 1950

A picture from Walter C. Miller, Rocky Mountain conductor, showing the round-house force at Alberton, Mont., in the summer of 1914, two years before the electrification of the Road closed the round-house and shop at that point. Seated on the pilot step, Stationary Engineer Jake Van Alpine. First row, left to right: unidentified; Hostler Helper Slim Ballou; unidentified; Machinist Hedgwine; Machinist Keller; unidentified; Francis Sexton, now a Rocky Mountain Division engineer; Hostler Helper Eddie Britton; Conductor Miller. Second row, from left: Machinist Anderson; Power House Engineer Orlan Cole; and Boilermaker Helper Rufus Fazen. Seated on the top running board, Night Foreman Tom White at the left; the other man unidentified.



Bill Butler has joined our list of new car owners with a Studebaker Champion.

Our office must have some mighty good bowlers as Tony Kurr's team of the Pioneer Post League, Ed Rumps' team, of the Milwaukee Road League, and Marion Rieter's team, of the Milwaukee Road Women's League, all finished the season in first place.

Lillian Schoepf and Georgianna Kuchvalek recently visited Jane Karch at her home in Deerfield and reported that Jane looked "like a million."

Gladys Larson became engaged to Amos Hannan in May.

Passenger Traffic Department

Roy H. Huntsman, Correspondent

We welcome Fred Carney as rate clerk in the passenger traffic department, transferring from V. L. Hitzfeld's office.

Clyde Deacon, passenger traffic department, and Mary Mitchell, of the reservation bureau, were successful in bidding for the ticket agent and accountant positions at the city ticket office.

Tom Fordham and Dick Holda are now in the reservation bureau.

New employees in the passenger traffic department are Harold Menke and Edward Allen.

Engineering Department

Doug Rieser, Correspondent

Chi Hwa Li, who was a bridge designer here from March, through December, 1948, is now chief designer for the Taiwan Railroad at Taipei, capital of Formosa. Mr. Li recently wired this department seeking information on the modern design for treating holes and cuts in creosoted timber. He was graduated from the University of Michigan in 1945.

We are happy to announce that on May 11 J. S. Jackimiec was informed by the state board of examiners that he had qualified for the structural engineers' certificate.

Rita Denz, daughter of Carl Denz, bureau head of local car records at Fullerton Avenue, and niece of Leo J. Denz, chief carpenter at Western Avenue, was married to Gaeton A. Minella on May 27 in Our Lady of Victory Church in Chicago. Rita, a steno-clerk

in W. C. Powrie's office, and her husband, a sales representative for the Wonder Bread Company, spent their honeymoon motoring through Florida, stopping at Miami Beach and Key West.

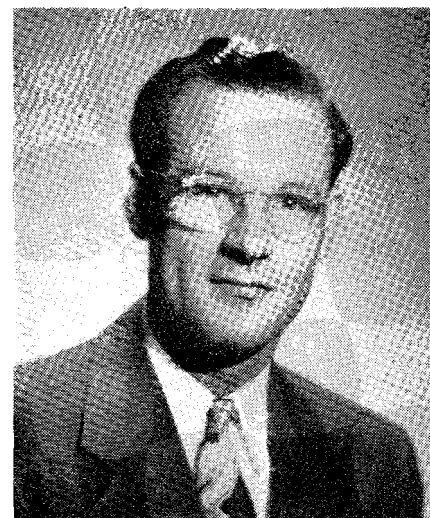
R. C. Schwarz, bridge designing detailer, fractured his left index finger while building a gate for his back yard fence over the Memorial Day week end.

Freight Claim Department

Palmer G. Lykken, Correspondent

Dolores Pamper and Hugh Coll were married on May 27 at St. Clement's Church, Chicago. Florida was chosen as their honeymoon spot.

Charlotte Hannan, dictaphone operator, who had been with the Milwaukee family seven years, left May 26 to accept another position.



Dr. Kenneth W. LaRue, son of Claim Investigator Arthur C. LaRue, auditor of over-charge claims and station accounts office, Chicago, is a recent graduate of the University of Illinois College of Medicine. He will intern at Baylor Hospital, Dallas, Tex.

Estelle Gubala, Grace Rehner and Marie Anderson and daughter Joan all dropped in recently to say hello. Understand Marie is going to make her home in Massachusetts upon the transfer of her husband.

William Thomas's two youngsters, Linda and Terry, recently underwent a double tonsilectomy.

Helen Braun accompanied the Milwaukee Road Choral Club to West Allis, Wis., and participated in the program held at the Nathan Hale High School on May 12.

MADISON DIVISION

W. W. Blethen, Correspondent

Fireman Bernard J. Lucey and Miss Doranna Haselwander were married in St. Aloysius Church, Sauk City, Wis., on May 17. Following a wedding trip to northern Wisconsin, the young people will be at home at 910 Water street, Sauk City.

Train Dispatcher Robert D. Richter, Milwaukee, announces the arrival of a daughter, Margaret Mary, on May 4.

J. J. O'Connor, retired signal maintainer of Madison, has returned to Wisconsin after spending the winter and early spring in Texas and California.

Mr. and Mrs. Robert Postel (Jennie McMahon) of Madison, announce the arrival of a daughter, Jan Louise, on May 17. Mrs. Postel is the daughter of the late Tony McMahon.

Station Agent Oscar A. Millard, Shullsburg, passed away at a Monroe hospital on May 7. Oscar started railroading as a brakeman in December, 1903, and transferred to service as telegraph operator in January, 1908, serving as operator and agent at Monroe, Lima Center, Muscoda and Shullsburg. He is survived by his widow and a son, Henry, who is with the passenger department in Milwaukee.

Switchman Leslie Fiscus was seriously injured in an automobile accident on May 18. He will be laid up for several weeks.

Have news of Cashier Joe McNulty and Conductor George McCue, who have been on

the rip track for some time. They are both getting along fine.

Agent Charlie Neumann, Middleton, is confined to the Veterans' Hospital, at Wood, Wis. S. V. Eckstein is acting as relief agent.

A. H. Kading, retired agent, and Mrs. Kading, of South Wayne, celebrated their golden wedding anniversary on May 28 by holding open house.

Telegraph Operator Glen Bock, Lone Rock, is getting along nicely following an operation at the Wisconsin General Hospital.

Mrs. O. L. Roberts, wife of Car Foreman Roberts, Janesville, recently won a prize of a large order of groceries on a quiz program over radio station WCLO. She was called on the telephone and asked the name of the first railroad in Wisconsin, where it originated, etc. Of course, she replied, "The Milwaukee." She claims she knew the correct answer because of reading the Milwaukee Magazine.

John F. Gallagher, agent at Juda, retired June 1 with 48 and a-half years of service. He held agencies at Arena, Woodman, Milton Junction, Palmyra and Juda.

Mrs. F. R. King, wife of assistant division engineer of Madison, recently made a trip to Seattle, Wash., to visit her mother.

Car Foreman Jones of Madison has a new Plymouth automobile.

Wedding bells will soon be ringing for Extra Train Dispatcher Gene Bower.

COAST DIVISION

Harry W. Anderson, Division Editor

June 18 is the date set by the golfers' committee at Tacoma for the big tournament which is to be held at the Allenmore golf course. It is to be followed by a social hour at the "19th hole."

George Crisman, formerly a stenographer in the trainmaster's office, called here recently and showed us a wire from the governor of Alaska appointing him executive secretary of the Alaska Commission on Children and Youth.

Harold Wheeler, chief carpenter's clerk, is spending his vacation in Oklahoma and

other points east. Understand that he accompanied his parents, O. L. Wheeler, agent at Eatonville, and Mrs. Wheeler, clerk in the agent's office at Tacoma.

Neil Lupton, formerly of the accounting department at Tacoma and until a few years ago time revisor at Butte, passed away at the Tacoma General Hospital recently.

Cliff Casebolt, of the engineering office, is buying a new Plymouth.

Seattle Yard

F. J. Kratschmer, Correspondent

Car Foreman A. W. Kaeding turned farmer for a week during May. He has quite a farm on the Des Moines highway and had to do a lot of planting and tilling of the soil.

Switchman W. C. Kapral announces an increase in his family as of Apr. 25. He wife presented him with a bouncing baby daughter.

Night Car Inspector George Schindler spent several days in Spokane and the mining district of Northern Idaho during May. He visited mines in Wallace and Kellogg, and reports much activity in this district.

Ivan Hawley, of the car department, and wife made a trip to Detroit late in May. They visited with their married daughter and also made short trips to northern Michigan.

Carman Helper Clarence Nelson has transferred temporarily from Tacoma to the Seattle repair tracks.

Mrs. R. W. Janes, wife of our roundhouse foreman, underwent an operation on May 15 in Seattle General Hospital. Latest report is she is doing nicely.

Bernice Clausen, clerk in the track department, made a transatlantic telephone call to her mother in Lymm, England, on May 15, talking eight minutes which set her back \$28. Bernice's mother has been in England since last August. She will return to the States as soon as passport arrangements can be completed.

It looked a little suspicious to see General Yardmaster Harry O. Bangs and Yardmaster A. L. McDonald taking the same week off, especially when the warm winds were blowing the flies in the mouths of the fish. However, Mr. Bangs spent the week at his cottage in Cherry Valley while "Mac" puttered around home. They were relieved by B. R. Johnson and C. I. Carter, respectively.

Employees who used the parking space alongside the roundhouse recently encountered a "detour" sign. The old crossing and road leading to this lot were too close to the roundhouse doors and for safety reasons another crossing was furnished about 30 feet from the roundhouse.

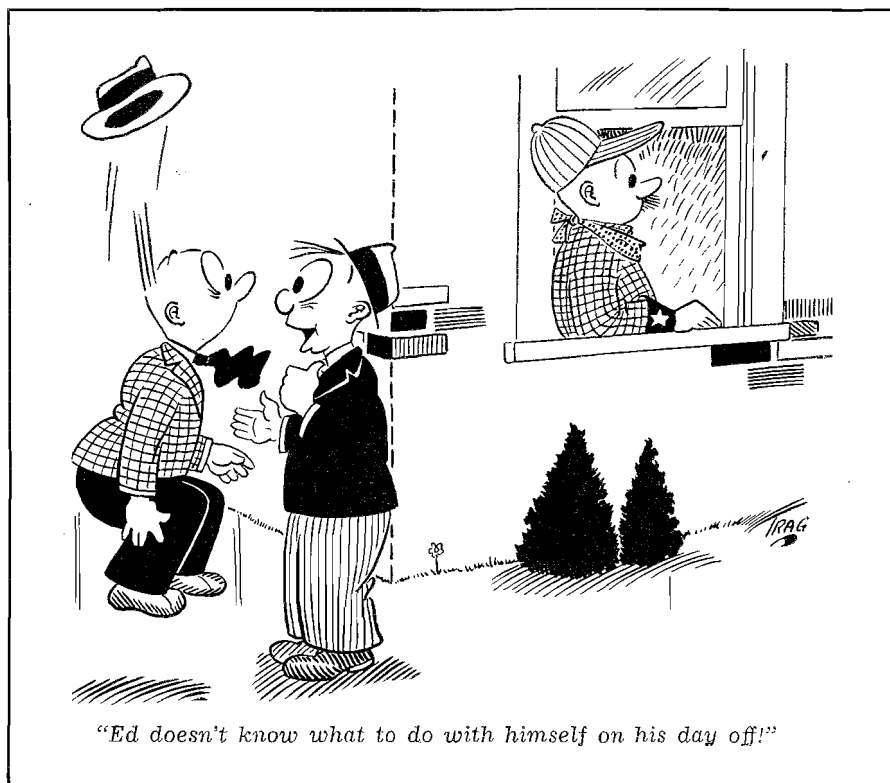
Tacoma

R. A. Grummel, Correspondent

Many Milwaukee employees visited the second annual Rhododendron Show held in the lobby of the Bank of California in May. Last year's show attracted more than 8,000.

Yard Clerk Donald C. Mooney was married May 6 to Floria Cowling, daughter of P. J. Cowling, acting assistant G.Y.M., and sister of Loren Cowling, now employed in the traffic department of our Uptown office. Both young people are recent graduates of Stadium High School.

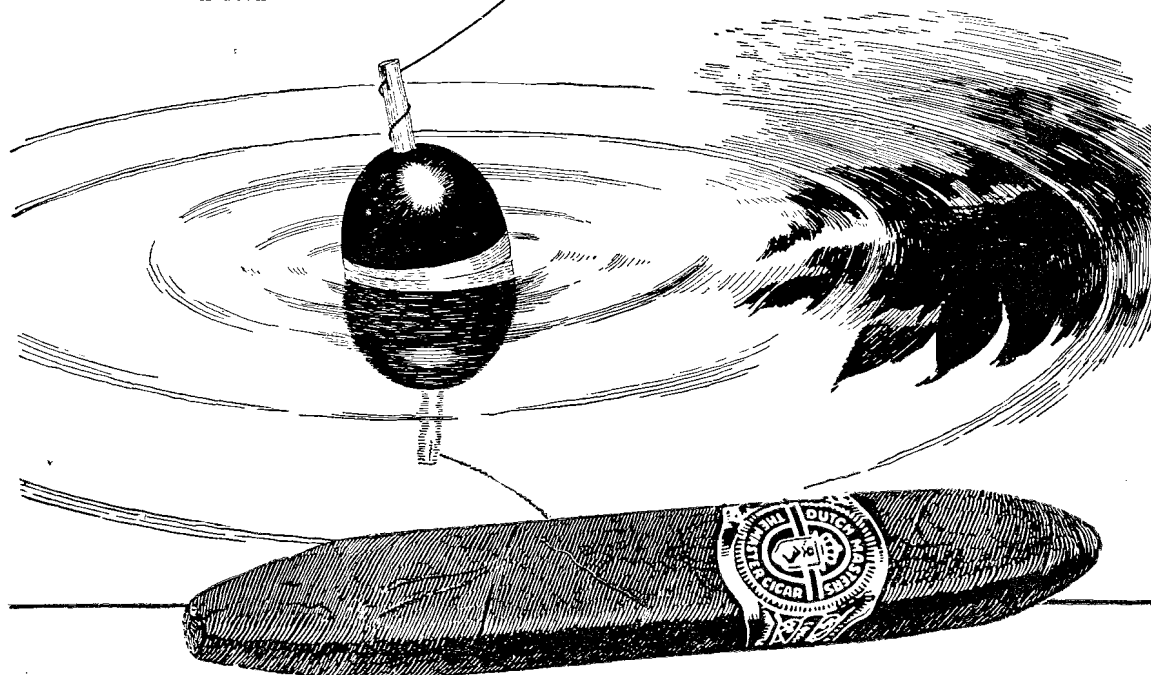
Probably one of the best known employees in the dining car department on the entire system is A. W. "Big Bill" Olson, assistant supervisor of dining cars. Most everyone knows "Big Bill" and when any large event that includes the serving of special foods is to take place an S.O.S. goes out for him. For example, on June 2 the Tacoma Athletic Commission has selected Bill to supervise and serve his famous smorgasbord



"Ed doesn't know what to do with himself on his day off!"

DOWN BY THE OLD MILL STREAM

This is fisherman's paradise—where
only a drowsy eye is needed to watch the bobber
—where a fellow has all the time in the world
to enjoy a cigar as fine as a
Dutch Masters.



DUTCH MASTERS CIGARS

H & D DIVISION

West H & D

Lloyd Gilbert, Division Editor

At Selby, Section Foreman Frank Thares bought the section dwelling and thereby moved into taxpayer status. Frank has raised a family of six girls and two boys, putting all of them through high school.

On May 8, U. S. Highway No. 12 was closed to traffic at the James River grade 11 miles east of Aberdeen. The road, lying one-half mile south of our railroad grade, was out of service for a month. Though water was within a foot of base of rail day and night efforts of maintenance personnel permitted train service without interruption.

Oldtimers who haven't visited Selby for many years would be amazed at the change. The new Berens Hotel there is just about the nicest on the division. Modern street lights and concrete curbing have been installed on the main street leading to the depot. Black-topping of Main Street will be completed shortly.

Andrew Dragseth, of Wolsey, retired on May 1 after 43 years of service with the track department. He worked most of this time as section foreman, having a record of no reportable injuries for any of his men during the entire period. Andy says he will

travel a bit and keep his gardens in shape.

It's hard to realize how much flooding the record snows have caused in North Dakota unless you have seen for yourself. Lowlands that have been dry for 50 years have been turned into lakes. Conductor Kelly spotted Trainmaster Sevedge sitting in a car out in the middle of a lake near Strasburg and thought he was fishing. As the Roscoe-Linton train drew near, Kelly saw the auto was stranded on a flooded road—U. S. Highway No. 83!

The Roscoe depot is now one story only. A fire originating in a grain elevator across the tracks burned out the depot living quarters. The Linton Line mail and express car was also damaged.

East H & D

Martha Moehring, Correspondent

Our sympathies go out to Engineer Joe Adamson in the death of his wife recently, and to Passenger Brakeman Elmer Hanson whose son Robert died suddenly after a Boy Scout outing.

The Hector, Minn., first graders made their annual trip to Montevideo in May. They earn their ticket fare by putting on a school circus and whatever is left after the "first train ride" and all-day visit at Montevideo goes into a kitty which grows until, when they class takes a trip to New York. Hector seniors in high school, the entire

at the Top of the Ocean cafe. Bill learned his culinary art in the Grand Hotel in Stockholm, Sweden, and in his long career as a food specialist has served royalty and world celebrities. If you have never eaten any of Bill's dishes, you have really missed something in the way of prepared food.

Tacoma public schools are again conducting educational tours through our passenger trains at the Tacoma station before regular passengers embark. Several grade schools have taken advantage of this opportunity.

New yard clerks, due to summer vacations, are Gerald A. Butchoe and George W. Bisson.

Lysle Smith, ticket and baggage clerk, reports good catches of "rainbows" at Lake Patterson where he has a summer home. No report from Esther and Bill Delaney who also have a spacious modern home on the shores of the same lake.

We have just learned that our chief revising clerk, Al Goldsbrough, is a cucumber specialist, raising this choice vitamin in his back yard in large quantities.

Bill Clerk John Gates is also a scientific farmer after office hours, specializing in sweet corn and other vegetables.

Speaking about gardening, Chief Demurrage Clerk Joe Johnson and Assistant Revisor Clerk E. N. King are doing a good job of caring for the flowers they have planted around the freight house. Joe's specialty is jumbo pansies and King's is sweetpeas.

tor has a very fine idea there and the kids all have something to work for from the time they enter school until they finish.

Ralph Cushman, of the Monte roundhouse force, is recovering from an operation performed at Veterans Hospital.

Clayton Severson, of the freight office, took his son Jim to Chicago over a recent week end so that the two of them could see their first big league baseball game. Hard to decide which of the Severson boys got the biggest thrill out of the event.

Engineer Cliff Petrick has spent a month with his family up at Tamarack, Minn.,

where they've had high water. Cliff had to travel four miles by boat to get to a 'phone so he could advise his mother that they were safe.

Engineer Buddy Reeve has a seven-pound boy to help out on the tax deductions.

Chief Dispatcher Wayne Smith, formerly of Mobridge, is learning the fine art of Minnesota fishing from Sonny "Hook-em-all" Hocum.

Agent W. D. Smith is attending the annual convention of the A.A.R. in St. Louis and is to deliver a paper on the subject of L.C.L. merchandise. Duane Stock is the relief agent at Montevideo during "Smitty's" absence.

Mr. and Mrs. Clarence Eliason and two children are spending their vacation in and around Seattle. Clarence is from the Monte section forces. Mrs. Eliason, a war bride from France, is seeing the Rockies for the first time.

The "southern gentlemen," John Krum and Si Kelly, are back from a winter in Florida. Si has spent the past two winters there.

Middle H & D

R. F. Huger, Correspondent

Art Bjork, agent at Eureka, is on vacation, being relieved by N. B. Geving. Agent Wolf, Hague, N. D., is also taking it easy, being relieved by a new man, G. Huber.

Gil Branson, store department, has returned to Aberdeen from Chicago where an operation was performed on his leg.

The Milwaukee softball team is starting its league games very soon. Anybody desiring to work out or play on the team should contact R. F. Huger or Harry Genereau. The team has been practicing twice a week and will play at least one game a week. Substitutions are frequent as some of the players work on the road and cannot be at every game. Watch the bulletin boards for practice time and location.

Operator L. F. Mack takes that freedom ending step come June 7. The wedding will take place at Redfield, S. D.

A. J. Faching has bid in on relief position on the east end. M. Mehlhoff has bid in the agency at Hosmer, S. D., permanently.

Mrs. Pearl Hopp, clerk in superintendent's office, is on vacation, being relieved by Mrs. Palmer.

TWIN CITY TERMINALS

Minneapolis Local Freight and Traffic Department

Leda M. Mars, Correspondent

The local freight has two very proud grandmothers, Mrs. Lolita Hrehal whose daughter, Mrs. Norma Sandvig, has a baby boy, and Mrs. Edna Ulven whose daughter Lois also has a new boy.

Emmet Keenan, the proud father of another boy born on May 25, played nursemaid to his three boys during his recent vacation.

Vacations are in full swing here. Bonnie Stevens visited her sister in Appleton, Wis., and her folks in Becker, Minn. Larry Himlie did some fishing while visiting in Rushford, Minn. Catherine Beringer drove to Dubuque, Ia., to visit friends and relatives. Fred Grunewald stayed in home territory.

Glen Altman attended the auto races at Indianapolis over Memorial Day.

Art Peterson, our gentleman farmer, vacationed the last week in May. With dry weather, he hoped to work in his garden.

Leroy Wenzel was a visitor in the traffic department recently. He and Mrs. Wenzel are building a cottage at Lake Vermillion where they will spend their summers.

A. G. Bantly was also a visitor, all dressed up in a white suit. He said he may either move to St. Petersburg, Fla., permanently or spend the winters there.

St. Paul Traffic Department

Brooksie Burk, Correspondent

Mrs. Frank F. Arndt, wife of our livestock agent, provided us with news this month. Mrs. Arndt spent the latter part of May as a guest in the hospital, where she underwent a major operation.

Frank was chief cook and dishwasher during Mrs. Arndt's "vacation" and says that from now on he'll have a little more appreciation of the time and effort it takes to keep a household running smoothly. (Methinks more husbands should have an opportunity to learn such things.)

St. Paul Freight Station

Allen C. Rothmund, Correspondent

Albert C. Bauerfield, St. Paul yard conductor, passed away on May 6.

Conductor and Mrs. A. T. Bishop are spending their second honeymoon at Niagara Falls.

Ed Hansen, window cashier, had as a recent visitor his son, The Reverend Hansen from Moorhead.

Georgine Flandrick and husband moved to Burkhardt, Wis., just in time to be included in the 1950 census at that point. Two more means a lot to the settlement.

Harry Carr of this office is building a home at St. Paul Park.

Oscar Lundquist, former yard clerk, passed away recently after a long illness.

Carl Anderson and Frank Luth, St. Paul yard conductors, retired recently.

I understand that the old red barn on the Monheim estate has a new coat of paint. Is that correct, Elsie?

Jerry, six years of age, was getting ready for the first day of school. He wasn't very anxious to start and his mother's tear-filled eyes only added to his reluctance. As they drove toward the school and his mother's tears continued to flow he said consolingly, "Aw, mom, don't take it so hard. Just as soon as I learn to write and read comics I'll quit."

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Walter Garvey, 17-year-old son of Assistant Foreman P. A. Garvey, car department Minneapolis Shops, who was graduated on May 12 from the Naval training school at Great Lakes, Ill., with the rating of seaman first class. He will be attached to aircraft carrier service.

South Minneapolis Car Dept. and Coach Yard

Orlone M. Smythe, Correspondent

Carman Robert Ingvaldsen, light repair yard, was appointed equipment maintainer at Lake Andes, S. D., on May 22.

Congratulations to Mr. and Mrs. Norton T. Saggisser (machinist apprentice in locomotive department) on the arrival of twins, a boy and a girl, at their home on Apr. 7.

Congratulations also to Mr. and Mrs. Donald Muelken (welder in car department) on the birth of a baby boy on May 1.

Carman Carl Onsrud died on May 9. He had retired on Dec. 1, 1949, after 38 years of service.

Carman John Polunc died of a heart seizure on May 21. He had 36 years of service.

Godfrey Lamberg, former shop superintendent of locomotive department, passed away on May 20 following a brief illness. He had retired about 10 years ago.

Carman Alfred Korslund retired on May 1. Sympathy is extended to Mr. Korslund and family in the death of Mrs. Korslund on Apr. 26.

SEATTLE GENERAL OFFICES

Margaret Hickey, Correspondent

Leona Murphy, clerk in the office of superintendent of transportation, recently returned to the hospital as the result of injury she suffered to her leg on Mar. 17. She is making good progress.

Your correspondent took her vacation early to avoid that envious feeling one is bound to have in reporting the vacations of others. Southern California was my goal, with the well publicized California sunshine in mind. I arrived there Apr. 19 to find that they had dispensed with the sun the day before and had replaced it with something called "smog." I left there 10 days later with the sun still in second place, but did manage to enjoy the vacation.

Valerie LaFortune, steno-clerk in the city ticket office, is back at her desk again after being on the sick list for three months.

Audrey Hotten, messenger in the relay office, is visiting her home town of Knox-

ville, Tenn. She plans to stop in Chicago on her way back.

H. A. Robinson is the new secretary to western traffic manager, filling the position vacated by Roy Stearns.

Jack Foerster, ticket clerk in the city ticket office, has returned from a vacation trip to Boston, Mass.; also stopped en route at Minneapolis and Detroit.

Mary Danielson, stenographer in the purchasing department, is wearing a new diamond on her left hand.

Leda Schreiner, stenographer to general passenger agent, with husband George took an auto trip to California, ending up in Phoenix, Ariz., where they enjoyed two weeks of perfect Arizona weather.

Elmer Henson is the new reservation clerk in reservation bureau, filling the position vacated by Don Weiss. He was formerly employed in the Spokane city ticket office.

Ethel Burris of the freight claim department departed late in May for a three-week vacation back home in Newport, Ky.

Clifford Carlson, ticket clerk in the city ticket office, spent his vacation in western Canada and took a trip on the famous P.G.&E. railroad.

I & D DIVISION

Karen B. Rugee, Division Editor

Joe Trayer, retired operator, was a visitor in the local office on May 16. Mr. and Mrs. Trayer spent the winter at Lansing, Ia., and will spend the summer on their acreage at Harpers Ferry.

Patricia Trenkler, daughter of Car Foreman W. P. Trenkler, was married May 27 to Donald Stangler of Mason City.

We know now that measles are contagious. Dick Schmidt of the store department has been another victim.

F. J. McDonald, chief dispatcher, took a postman's holiday and spent part of his vacation riding over the division with Master Mechanic Grote and Division Storekeeper Smola. He and Mrs. McDonald will spend the balance visiting in Milwaukee and Chicago.

Grace Moran, DF&PA office, left recently for Rochester, Minn. to undergo surgery. Her address will be the Colonial Hospital.

Mrs. Kondilo Reres, mother of Mrs. J. A. Woonas, passed away at Mason City on May 1.

Mrs. C. R. Peterson, wife of time revisor, who has been in the hospital in St. Paul for several weeks returned home May 27.

Mrs. M. L. Burnett, trainmaster's clerk, is being kept busy attending graduation exercises. Son William graduated recently from Iowa Teachers College at Cedar Falls and son Pat graduated from Loras College at Dubuque.

Herman Frazee, ticket agent at Mason City, whose illness was reported in May, is back on the job.

"Daddy, did you see the stork that brought me?"

"No, son, just his bill."

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tiptoe.

Sanborn-Rapid City

Albert J. Gall, Correspondent

Leo Konietzko, operator at Canton, and wife have returned from an extended vacation trip through the East. First stop was Cleveland, then on to New York City where they saw the town in company with one of Leo's old Army buddies. Mrs. Konietzko was lucky in appearing on the Grand Slam radio program and won several fine prizes.

Jack O'Neil, cashier at Rapid City, is on vacation, visiting his mother and sister in Chicago.

We were sorry to hear of the sudden death of Mrs. Ben Holt, wife of Engineer Holt, at Mitchell on May 16.

E. H. Platt, 59, chief dispatcher at Mitchell, passed away at his home on the night of May 23 from a heart seizure. Mr. Platt is well known on the Road, having spent most of his life working for the railroad. He had been at Mitchell for the past 27 years. He is survived by his widow, a daughter,



Walter W. Lawrence, retired employe of Calmar, Ia., pictured with Mrs. Lawrence on their golden wedding anniversary. Lawrence retired in 1948 after 49 years of Milwaukee Road service.

Mrs. John Hogan of Sioux Falls, and four grandchildren.

H. H. Kruse, former chief carpenter at Mitchell, is now chief carpenter at Miles City, Mont. He was presented with a beautiful ring and pen and pencil set by his fellow employes on the I&D Division. The family intends to move as soon as he can locate a place to live.

Sioux Falls Line

V. L. West, Correspondent

Art Johnson, night roundhouse foreman, is on the sick list and is being relieved by William Gross of Mason City.

Harold Peters, trainman, is a grandpa for the second time. A girl was born May 16 to his daughter Bobbette.

Relief Operator Red Jenkins who was recently married, is suffering from a leg injury incurred while unhooking his new house trailer.

Mrs. D. Galland and Mrs. A. Spencer, wives of switchmen, represented the Women's Club at the biennial meeting in Chicago.

Switchmen E. Miller, J. Grace, F. Nims and D. Galland and Engineers C. White and R. Romslo attended some of the big league baseball games in Chicago in May.

Second District

Fay Ness, Correspondent

A. W. Sanburn has drawn the agency at Mapleton, Ia., on permanent bulletin, following the death of George V. Kohls. Mr. Sanburn was agent at Hornick, Ia., for a good many years.

D. R. Smothers, formerly agent at Gayville, has drawn Hornick on permanent bulletin.

Conductor John Johnson and wife visited recently with the H. B. Olsens at Pine Haven Place in the Ozarks north of Clarksville, Ark., en route to Hot Springs. Mr. Olsen, retired agent of Lake Andes, has a beautiful place in that part of the country.

Operator F. S. Jenkins was married May 7 to Elizabeth Ann Reints at LeMars, Ia.

Mrs. Albert Watier, wife of retired engineer, passed away at Sioux City. Funeral services were conducted on May 24.

Conductor Arthur F. Chapman, 63, passed away on May 27, after several months of illness. Funeral services were conducted at Sioux City.

Paul B. Mueller, roundhouse foreman at Sioux City, drowned at Storm Lake, Ia., on May 30.

The good prizes of life go to those who dare to do what others only dare to think.

The Milwaukee Road Magazine

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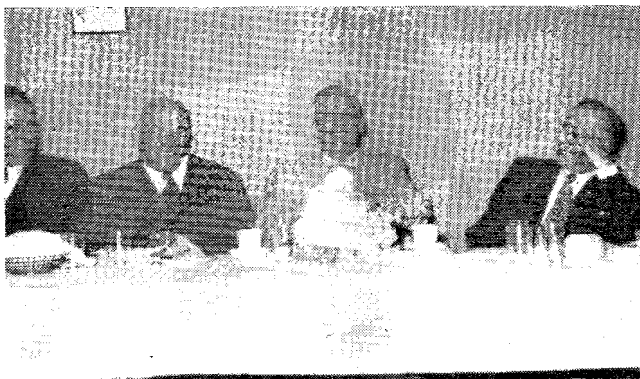
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Carl Swan, leaving Austin, Minn., for the position of third trick train dispatcher at Wausau, Wis., was honored with a "going away" party at the Austin Bowl on May 10. Here, with fellow employees Jim Willard, Bill Tritchler and G. H. Rowley (left to right) looking on, he opens gifts of a fly rod, baits and an automatic reel.

I & S M DIVISION

H. J. Swank, Division Editor

Carl A. Strid, B&B carpenter and former B&B foreman, suffered a stroke on May 24 and is confined to St. Olaf Hospital.

Chief Clerk E. E. Barker, Austin freight office, and wife attended the Kentucky Derby.

Conductor R. E. "Bob" Byers has been a patient at University Hospital, Minneapolis, since May 9.

Recent appointments on the division are Rex Beach as relief clerk at Austin and K. L. Van Thomme as clerk at Flandreau, S. D., following the retirement of Clerk James Rewalt after almost 30 years of continuous service.

Engineer George Jensen plans to return to work around July 1 after being off for over a year on account of injuries sustained on a vacation trip.

Switchman Ed Tucheck reported for work on May 31 after having been laid up for about two months due to a broken arm.

Words cannot describe the luck I had on my fishing trip to Mille Lacs Lake over the Memorial Day week end, as the Magazine does not condone the use of such language. 'Nuff said.

Rate Clerk Bob McCoy is the proud owner of a shiny green Plymouth four-door sedan.

Traveling Engineer Howard Neelings was a visitor here on May 31. He expects to return to work about July 1, after being off for several months due to illness.

The Madison Service Club and the Women's Club held a joint safety first and claim prevention meeting in the Elks club rooms on May 15, with 101 members present from Madison and areas east, west and north. Among those present were Superintendent G. H. Rowley, Chief Carpenter W. E. Tritchler, Master Mechanic E. L. Grote, Division Storekeeper C. C. Smola, Freight Service Inspector L. A. Mostrom, Agent J. D. Wohlenberg, Car Foreman George Wood, Jr., Division Engineer E. W. Bolmgren and Safety Engineer F. M. Washburn. A moving picture of the Railroad Fair held in Chicago last year was shown, followed by a prize fight picture. After the movies lunch was served, followed by dancing.

"Doing for people what they can and ought to do for themselves is a dangerous experiment. In the last analysis, the welfare of the workers depends on their own initiative. . . .

"Whatever is done under the guise of philanthropy or social morality which in any way lessens initiative is the greatest crime that can be committed against the toilers."—Samuel Gompers, one of the founders and the first president of the American Federation of Labor.

SUPERIOR DIVISION

M. B. Herman, Correspondent

Orval Hansen, of the store department, passed around cigars in honor of a five and a half pound son born on Apr. 26.

Operator William Wentela, Jr., is the father of a boy, Kerry William, born on Mar. 16.

Earl McGregor, of the Motor Transport Company, broke a leg while smelt fishing recently. This is the second time within the past year.

Freddie Carrick has retired after a long service on passenger train as brakeman. We wish him many years in which to enjoy his vacation.

Baggage man Kurtis Schroeter received his 50-year veteran's button recently and Eldor Radick, retired conductor, his 45-year button.

Henry Franzen, engineer on this division, died on May 5.

Earl Bosar, one of the young brakemen working in the ore pool, suffered the loss of a leg and a finger in an accident on the night of May 3. Reports from the fellows who have been to see him are that he is cheerful and coming along nicely.

W. J. Luth, agent at Pembine, and Mrs. Luth went to the Rochester Clinic for treatment recently.

It has come to our attention that Robert Baenen, retired engineer, died on Dec. 29, 1949, at the age of 73, and that J. F. Smith, retired conductor, died on Jan. 2, aged 67.

Carl Swan, who was transferred to Wausau as dispatcher, paid us a visit recently. He was located on the Superior Division some years ago.

Ed Belisle, who had been hospitalized for a month, paid us a visit recently. He is looking fine but will be away for some time, recuperating from his illness.

Julia Johnson, a former clerk, relieved Harold Matthews for his vacation. He planned to garden and fix the yard of the new home he recently purchased.

MILWAUKEE DIVISION

First District
and Superintendent's Office

J. E. Boeshaar, Correspondent

L. L. Lane has been relieving at Russell during the vacation of Agent C. S. Reynolds who has taken a trip to the west coast. Upon Reynolds' return Lane will take over the agency at Gurnee, replacing W. O. Anderson who has taken a temporary position at the general office in Chicago.

Charles E. Larson, chief train dispatcher of the Milwaukee Division, died at his home in Milwaukee on May 14, following a heart seizure. He had planned to retire on June 30 but had

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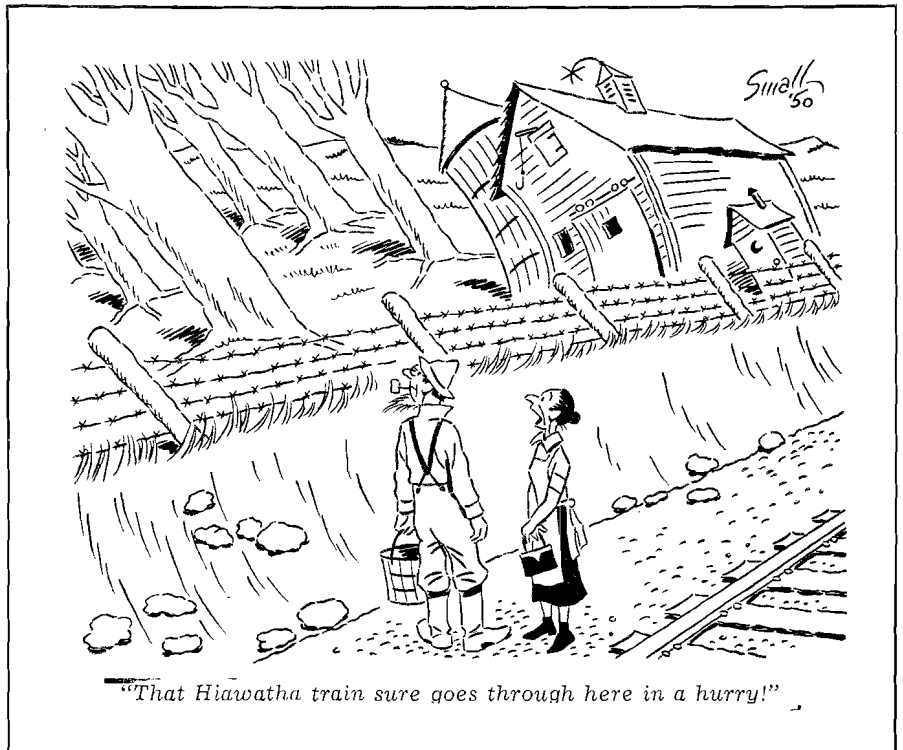
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"That Hiawatha train sure goes through here in a hurry!"

moved the date ahead in order to do some fishing. Railroad people from many parts of the system attended the last rites. He is survived by his wife, Hazel, sons Raymond C. and William G., and two brothers, Harry and William of Fox Lake. Mr. Larson was born Dec. 13, 1883, at Fox Lake, Ill., and started his employment with the Road on Sept. 1, 1902, as a night operator and was made operator at Rondout Tower in 1903. He was appointed agent at Evanston in 1904 and in 1905 transferred to Chicago as extra dispatcher. He was appointed permanent dispatcher in 1906, and following a number of other assignments, he became a train dispatcher of the C&M Division in Milwaukee in 1920. He had been chief dispatcher of the Milwaukee Division since July 7, 1926.

H. L. Martin was appointed chief train dispatcher of the Milwaukee Division, first and third districts, on May 15, succeeding C. E. Larson, deceased. Chadwick Anderson has been filling in the vacancy created by Martin's appointment. R. M. Baggard has taken the third trick on the J line and third district dispatching job and R. D. Richter and V. W. Merritt have taken the swing jobs.

Ruth Habegger of the superintendent's office has decorated the yard of her residence with an artistic Sussex stone walk.

Conductor Forrester of Rondout, who does quite a lot of fishing, has let Train Dispatcher Cone talk him into fishing for him and last report had the fish on ice, awaiting a pickup.

At the Agents' Association meeting on May 20 at Libertyville, 62 friends held a farewell party and banquet for E. R. Derrickson, O.R.T. local chairman for 40 years. He was presented with a gold Hamilton watch. Agent L. M. Oskins of Sturtevant read a poem for the occasion and an amateur magician presented a number of acts, after which Agent A. D. Campnell of Morton Grove showed his color slides of scenes in Florida taken on his recent vacation.

Train Dispatcher R. D. Richter and wife have a new girl, Mary Margaret, eight pounds seven ounces, born on May 4.

Engineer Joe Vande Velden passed away on May 10. Sympathy is extended to his family.

Third District

D. A. Dunning and H. G. Brown, Correspondents

The death of Chief Dispatcher C. E. Larson on May 14 came as a shock to his friends and co-workers on the division. Details of Mr. Larson's railroad service appear in the superintendent's office news.

Eugene Brasure, retired conductor of Rockford, Ill., recently dropped in for a visit and asked to be remembered to his old friends. Mr. Brasure left the Northern in 1904 for similar employment on the Terre Haute Division. Since his retirement in 1938 he has spent much of his time hunting and fishing.

Agent T. E. Melcher and wife, Knowles, vacationed in California recently.

In a move to revive the Old Line Service Club, the group met May 8 at the Triangle Inn near Horicon. In addition to the business meeting, W. A. Dietze, public relations officer, spoke and the film, "What Price Freedom," was shown. Lunch was served following the entertainment.

H. L. Martin, former trick dispatcher, has been appointed chief dispatcher effective May 15, succeeding C. E. Larson, deceased.

Extra Telegrapher R. H. Nyborg is performing vacation relief duties in the district.

The marriage of N. W. Soergel, former trainmaster, to Miss Mary Quay, an Oconomowoc nurse, took place in that city on May 20. Misfortune overtook the newlyweds' car while enroute to California, resulting in injuries to both.

R. H. Porten, Jr., operator at Beaver Dam, worked the agency at Horicon recently. He was relieved by Extra Telegrapher G. V. Hicks, a newcomer.

Agent L. A. Jentges and wife, Woodland, are enjoying a leisurely vacation "around home."

"Real prayer always does one of two things: it either frees us from the trouble we fear, or else it gives us the strength and courage to meet the trouble when it comes."—Harry Emerson Fosdick.



Carol Fischer

Phyllis Andrews

Members of Milwaukee Road families who were graduated from the Mobridge (S. D.) High School with honors. Carol Fischer, daughter of Engineer Vernon Fischer, was valedictorian, and Phyllis Andrews, daughter of Yard Clerk Dick Andrews, was salutatorian.

TRANS-MISSOURI DIVISION

East End

Dora H. Anderson, Correspondent

Bertram K. Doud, retired conductor, passed away Apr. 24 at Sawtelle Veterans Hospital at Los Angeles following a long illness, the immediate cause of death being pneumonia. He is survived by his widow, Lillian, a son, Forrest, two brothers, Superintendent F. R. Doud of Madison, Wis., and Ray Doud of Oregon, and two sisters, Mrs. Donald Neace of Seattle and Mrs. Morris Galvin of Los Angeles. He was laid to rest at Forest Lawn Cemetery at Pasadena.

Engineer Ed Alcorn passed away suddenly from a heart seizure on Apr. 14 while on duty near Bucyrus, N. D. He leaves his widow, two sons, Alvin and Frederick, a daughter Gloria, two brothers and a sister. He was buried in Greenwood cemetery at Mobridge.

Conductor Ross E. Stubbart, 62, died on May 1 from a heart seizure shortly after finishing his run on No. 17 at Miles City. Mrs. Stubbart, who was visiting at the home of their daughter, Mrs. Betty Mae Biggs, at Valparaiso, Ind., arrived here accompanied by the Biggs family. Funeral services were held here at the Baptist church. Ross was a member of the Brotherhood of Railway Trainmen and had been in the service of the Road since 1912.

Conductor Louis Scheifelbein and wife spent Easter with their daughter, Mrs. John Lohr, and family in Cincinnati. On their return trip they visited in Wisconsin.

On Apr. 16 the large bridge west of New Leipzig and several other bridges washed out, also four miles of track west of Mott, N. D. Traffic to New England, N. D., was tied up until May 22, when the first train came through. In the meantime we served McLaughlin to New Leipzig three times a week.

Mrs. A. G. Atha, wife of chief dispatcher, was called to Los Angeles recently by the serious illness of her mother.

Ivan N. Kern, retired lineman, and wife of Seattle visited here recently, en route to Flint, Mich., to pick up a new Buick car for their daughter and son-in-law, Mr. and Mrs. Ed Erickson of Seattle. They also visited the Frank Schneiders (retired Trans-Missouri employe) at Menominee, Mich.

John Farquhar, retired roundhouse employe now the owner of a hotel at Timber Lake, S. D., left May 10 for a trip to his old home in Scotland where he will visit three sisters and a brother whom he has not seen for 32 years. He is making the trip by air from New York.

Agent F. C. Williams has been appointed a delegate to the meeting of the A.A.R., freight station section, at St. Louis on June 7-8-9. Mrs. Williams will accompany him.

A. E. Swanson, first trick operator at Bowman, has been promoted to train dispatcher at Mobridge to perform extra duties.

Dispatcher Wayne Smith has been promoted to chief dispatcher at Montevideo, Minn.

Mrs. Helen Hilton, trainmaster's clerk, is taking a three-month leave. Her position will be filled by Miss Mary Ann Caldwell.

Mrs. George Dimick, wife of Agent Dimick of Faith, passed away recently following a long illness.

The two Milwaukee Road Women's Club awards given annually to outstanding music students were presented this year to Janice Larson, daughter of Conductor L. H. Larson, and to Robert Klein, son of Engineer John J. Klein, Jr.

Brakeman Ed Oberlander and Car Clerk Ike Baer recently caught their limit of crappies at Lake McGee southeast of McIntosh.

TERRE HAUTE DIVISION

Terre Haute District

T. I. Colwell, Correspondent

Guy H. Kindred, who was agent at Seymour, Ind., for a good many years, is seriously ill in a hospital at Seymour. His brother Jay has been a conductor on this division for the past 25 or 30 years.

Mrs. M. B. Kirschbaum, wife of our roadmaster, has been in a hospital in Mason City,

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la., for nearly a month. She is now recuperating.

Lennes Brown, retired painter, and Mrs. Brown, residing in Terre Haute, celebrated their 50th wedding anniversary on May 7.

C. A. Thompson, section foreman at Seymour, retired in March after having been employed for 40 years.

Yard Clerk R. L. Stout has purchased a new home in Edgebrook subdivision, in the northeast part of Terre Haute.

Chief Dispatcher Jack Wright has purchased a new home in the 100 block on South 17th Street, Terre Haute.

Division Freight and Passenger Agent F. W. Baker and Mrs. Baker spent a week end in Kansas City in May visiting their daughter, son-in-law and grandchild.

Our Terre Haute Division bowling team held top position in their league nearly all season and then late in April slipped into second position by one game. In the last game the three top teams all won two and lost one, which resulted in the Milwaukee team finishing in second place.

Lou Hart, general manager of the Wabash Sand & Gravel Company, which is located on our rails in Terre Haute, passed away in his sleep on May 25 as the result of a heart ailment. Mr. Hart was personally acquainted with most of our officers and office employees over a long period of years.

West Clinton Area

Earl H. Lehman, Correspondent

Sympathy is extended to Brakeman Harley Ragle in the death of his father, Harley Ragle, Sr., retired bridge foreman, on May 1. Burial was at Danville, Ill.

Section Foreman H. T. Gish and family motored to Kentucky on May 14.

Harold Botner of Indianapolis, a clerk here in the early '20s, visited here May 14. He is a brother of Carman Paul Botner.

John Purdunn is the relief telegrapher here. He came from the wide open spaces of Oklahoma.

Telegrapher Ralph Cox, who had been working at Dewey, is back at West Clinton.

Mrs. Wilhelmine Eaton, widow of Brakeman Edgar Eaton, passed away on May 13 after a long illness. She was a sister-in-law of Engineer Clyde Hiddle.

Mrs. Annamae Weyrauch, wife of Car Inspector Ray Weyrauch, is seriously ill in the hospital.

We are shocked to learn of the sudden death of Thomas E. Means, retired con-

ductor, on May 5. Tom spent the early part of his railroad work at West Clinton before taking the passenger train out of Terre Haute.

Passenger Brakeman Fred Stewart retired in May. Fred is well known here and at Hulman Street and will be missed.

J. H. McDonall, retired engineer of Clinton, paid West Clinton a brief visit on May 13.

A son, Bennie Ray, was born to Brakeman and Mrs. Harley Ragle last month. The baby weighed seven pounds, twelve ounces.

Brakeman and Mrs. Arnold Jenkins are the parents of a daughter born May 16. They have named her "Gloria Jean." Conductor Hubert Ingram is the grandfather.

When H. J. Kutch retired he wanted the "8 spot" caboose for a souvenir. Now, Conductor Homer McBride wants our adding machine when he "signs off."

Mrs. John Stewart, wife of second trick car inspector, is seriously ill in the Clinton hospital.



At a ceremony in the Washington Park Presbyterian Church, Milwaukee, on May 13, Dorothy Lummer, stenographer at Muskego Yard, became the bride of Frank Hauboldt. Railroad friends presented the couple with an electric coffee maker. Dorothy's husband is employed by the Inland Steel Company in Milwaukee.

MILWAUKEE TERMINALS

Davies Yard

J. J. Steele, Correspondent

Boxing fans had better keep their eyes on Catarino Barba. "Pat," as he is known to his friends, plans to enter the Golden Gloves tournament next year, and from all reports he should make a name for himself in the boxing world.

James Muma was married to Abertina Refsnes on June 3.

Clerk Irving Nielsen has returned to work after a vacation trip East. Rumor has it that Irv purchased a diamond ring before leaving for New York.

Homer Hill is looking at the world through rose colored glasses. She has finally said "yes" and wedding bells will be ringing soon for Homer.

Edmund Bernard Finnegan passed away on May 5 at 54 years of age. He was a member of the B.A.R.E. and Carmen Union Lodge 310.

Duties are tasks that we look forward to with distaste, perform with reluctance, and brag about ever after.

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Richard Roelke, 15-year-old son of Mrs. Fred Hesperich, who is employed at Fowler Street, Milwaukee, is shown here with the trophy he won recently in a contest conducted by Milwaukee hobby stores, together with his winning scale model plane. Richard's other hobby is the Soap Box Derby. He was a strong contender in the 1949 race and has a sponsor for the 1950 event.

Chestnut St., North Milwaukee and North Avenue

Dick Steuer, Correspondent

Just in case any of you happen to see Car Clerk Frank Vail pouring something besides water down the radiator of his "Green Hornet," don't for a minute think the heat got Frank. The truth is, the heat got the "Hornet." Frank had been having trouble of late with a leaky radiator and had asked his co-drivers for advice. Suggestions were many but success was nil. In desperation Frank tried one more remedy, and to his surprise the leak in the radiator was reduced to almost nothing. The magic potion, Frank says, is *oatmeal*!

The old saying, "Everything comes to him who waits," is very true, according to Yard clerk Bill Kaegler at Walnut street. The result of his long wait was a dandy fluorescent light for the yard clerk shanty. Two four foot tubes in an inverted pan type reflector cast plenty of light on the subject when light is needed. Bill says it is appreciated on cloudy days.

Another house warming is in the offing—the Eddy Kurtz family moved into their new home in May.

A reminder to North Avenue and North Milwaukee: We know you're there, but we don't know what is happening unless you drop us a line now and then.

Fowler Street Station

Pearl Freund, Correspondent

Alice Sobcak, of the rate department, and Yours Truly recently spent a week end looking over the city of Minneapolis.

A daughter arrived at the home of Mr. and Mrs. Merle Schuh on May 6. She has been named Linda Jean.

Walter Bauman, Western Weighing inspector, attended the wedding of his son and Miss Ruby Sadler in St. Louis on May 13. Both young people are graduates of the University of Wisconsin. Walter, Jr., served 18 months in France while in the Air Corps. The couple will live in Wauwatosa, Wis.

Mary Frank Walczak and husband Stanley returned from their Florida honeymoon with a good suntan. Mary was presented with a cash gift by Chief Clerk George Roessger, on behalf of the office force. Dorothy Bertha Frank entertained Mary's co-workers at a pre-nuptial shower and luncheon.

Although strikes on eastern railroads temporarily halted the vacation plans of Beverly and Lester Koplien, they finally departed for points in historic Virginia and Washington, D. C.

Myra Bivins made Asheville, N. C., her headquarters during her vacation in May.

Marie Castona is back again after a long illness. Not so fortunate is William Roessger, chief yard clerk at Menominee Belt district, who has been off since Apr. 14. Ed Franzen, foreman of House 11, is still on the sick list also.

LACROSSE & RIVER DIVISION

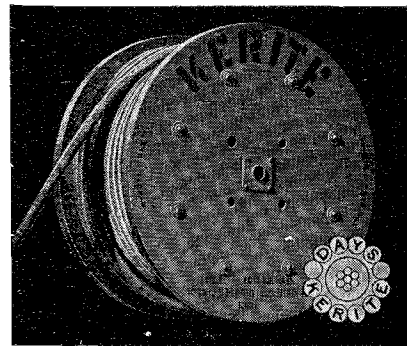
First District

K. D. Smith, Correspondent

H. G. "Ducky" McMahon, yardmaster at Portage, was breaking in a new callboy, showing him the routine of calling crews, etc., and practically running the legs off of the new recruit the first day. Came the second day and the recruit failed to show up. Duck called him up and asked why he hadn't reported for work. Came the answer, "Jeepers, you mean that after I called every so and so yesterday you don't have to call me?"

We extend sympathy to Conductor A. M. Levens, whose wife passed away May 9 at home after a long illness. Surviving are her husband, two sons, Dr. Arthur J. of Denver and Joseph A. of Baltimore, two sisters and a brother. Burial was at Portage from St. Mary's Church.

How much more pleasant life would be;
How much less cause to frown
If everyone would strive to build—
Instead of tearing down.



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Second District

H. F. Ogden, Correspondent

Passenger Conductor A. E. Calhoun is spending his vacation back East at this time. Section Foreman F. T. Betsinger and family, LaCrosse, are vacationing in New York City at his sister's home. They have a busy program lined up.

Section Laborer Harvey Hetrick, LaCrosse, is taking his family to California for a vacation at this writing.

Leonard Knutson, agent at Dakota, says he will be glad to get back to work to rest up after his vacation, which he is spending in remodeling and decorating his home at LaCrosse.

Third District

M. G. Conklin, Correspondent

Engineer L. M. Caylor and Mrs. Caylor are enjoying an automobile trip to Tennessee. They will return by way of Detroit where they will visit their daughter.

Agent W. R. Adamscheck and Mrs. Adamscheck attended parent week festivities the week end of May 20 at Madison, where their son John is a sophomore in the University of Wisconsin, College of Civil Engineering.

Carl A. Swan has received an appointment as third trick dispatcher at Wausau, due to a vacancy created by the retirement of M. C. Harris. Mr. Swan has purchased a home in Wausau and will be joined by Mrs. Swan soon.

Miss Louella Lewandoski, only daughter of Trucker Walter Lewandoski, was married on May 16 at Wausau to Carl Boles. Mr. Boles is a first class petty officer specialist in radio in the Navy and is stationed on Treasure Island, San Francisco, Calif., where the young couple will make their home.

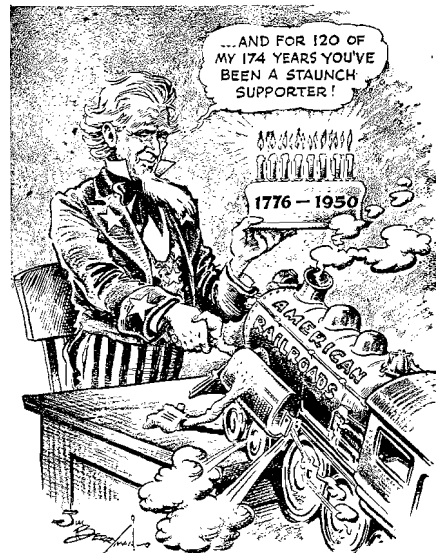
Roger Larson, son of Conductor Oscar Larson, has been named assistant professor of physical education at Washington State College, Pullman, Wash. The board of regents of the college recently recommended him for excellent service, particularly in physical therapy in connection with polio.

Funeral services for Mrs. Dorothy Dodd, wife of Conductor Frank P. Dodd, were held in St. James Catholic Church at Wausau on May 23. Mrs. Dodd passed away on May 20.

Conductor Otto Cleveland, who had been in poor health for some time, passed away on May 20. Funeral services were held in the Hildensperger & Kostuck Funeral Home at Wausau.

Funeral services for Lt. Warren G. Raese, son of G. F. Raese, retired engineer, were held May 13 at the Heike Funeral Home, Wausau, with inter-

A FRIENDSHIP FIRMLY FOUNDED



ment in Restlawn Memorial Park. In an impressive ceremony, 30 representatives of local veterans' organizations paid tribute to Lieutenant Raese, who is the final World War II victim to be returned to this city. He was killed in an air battle over Germany on June 21, 1944.

The pupil often excels the teacher: Mrs. Shaft catches the big ones while Charlie reels in the minnows!

MILWAUKEE SHOPS

Car Department—Office of Shop
Superintendent

Vincent O. Freihofer, Correspondent

Introducing your new correspondent, Yours Truly, clerk in the office of shop superintendent. In the absence of George E. Fiebrink, now on leave, I will try my utmost to make this column an interesting one, with the help of fellow employees who wish to contribute information.

Have you joined the Hiawatha Service Club? If not, there is still time to do so. Dues are only \$1.00 per year.

Trolle "Spook" Christofferson, heavy fire helper in the forge shop, who underwent an emergency operation in March, has returned to work.

Henry Niver, Ed Driscoll, William Erdmann, Marshall Johnson, Henry Imhauser and Matt Kornfehl were welcomed back after being on the sick list.

The following passed away recently: Henry Bahrke, retired cabinetmaker; William Schultz, retired assistant machinist foreman; and Joe Shavrug, laborer in the freight shop who died at the age of 82 on May 18, after completing his day of work.

John Flashberger, cabinetmaker at Milwaukee Shops, retired on May 16 after 41 years of loyal service.

Our friend Eddie Stahl, tinsmith helper, has definite plans for taking a vacation trip to the west coast on our line; "Just to pass the time away while I'm still young enough to enjoy myself."

Cigars should be passed out by the Road for the blessed event which occurred on May 23 right here at Milwaukee Shops north of the storeroom and near the freight shop where eight little wild ducks were hatched. The next morning the proud mother and her family decided to leave the shops in

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Active at 88, Fred Reibold, retired painter foreman of Milwaukee, was awarded the most valuable dart ball player trophy for 1949 by his church club. Reibold retired in 1937 with nearly 53 years of service and with a record unmarred by a single injury to himself or the men under his supervision.

search of water, so they paraded by the freight shop and a short time later Mama and her eight ducklings were merrily paddling down the Menomonee River. Incidentally, their pictures appeared in the Milwaukee Journal on May 24 and 25.

Elsie Potter, stenographer to H. A. Grothe, shop superintendent, suffered from a bad case of insomnia one night recently. You see, Elsie and her husband had just picked out a new car and the excitement was too much for her.

Speaking of new cars, ask Tom Kintis, carman in freight shop, the formula for making a new car look old in just a matter of seconds.

Frank Hmielewski, welder in freight shop, was married on May 27.

Brinks armored truck now visits the shops each payday to cash employees' checks.

John Utzig, carman in freight shop, is now the proud owner of a 45-year service button.

Locomotive Department

Leone Schneider, Correspondent

We are sorry to hear that baby Jean, the daughter of Arthur Zabel, molder helper apprentice in the foundry, is quite ill at this time.

Coremaker Clarence Strauss is the grandfather of little Janan Stephanie.

Have you noticed the pin being worn by Ramona Kopitsch? She has every reason to be proud of it, for it represents 25 years of faithful service. Ramona is a clerk in the SMP office.

Another faithful employee, William Porsow, proudly displays a 45-year pin. Mr. Porsow is a foreman in the foundry.

The arrival of baby Cristina is announced by her daddy, Felipe Bautista, wheel molder in the foundry.

What ho! We have another employee here who is proud of his 45 years of service. He is Alfred Porsow, coremaker in the foundry and brother of Foreman William Porsow.

Coremaker Alvin Ott has been off on account of illness for some time.

Carval Westerlund, electrician, expects his wife, Johanne, to arrive in the United States on July 1. She is leaving Denmark on June 21. They have not seen each other for some time and it will be a happy reunion.

Your correspondent has been asked to mention the Hiawatha Service Club—if you have not joined, won't you see your local officer?

Coach Yard

Richard Flechsig, Jr., Correspondent

Carl Sether is back on the job after a long illness.

Phil Stetzenbach brought his wife home from the hospital recently. This was her second trip there within a short time, so the gang wishes her a speedy recovery.

Elso Smidt is back on the job after a short layoff.

George Laetsch, night foreman, is behind the wheel of a new Ford, and he really keeps it polished.

Fred Tolzman, at one time a steamfitter helper here on the night shift, paid us a visit recently.

George Buchholz does not say much about fishing this year. Could it be that someone stole the glass bottomed boat he used for locating the fish?

Leon Fredericks will be leaving us soon to go to his place up north for a few months.

Gene Conger underwent an appendectomy in late May.

IOWA DIVISION

East End

Benjamin P. Dvorak, Correspondent

Operator M. Marchant and wife vacationed in Chicago. G. L. Straubinger, second trick operator at Cedar Rapids, relieved Marchant who works the second trick in the Marion dispatcher's office.

Signal Maintainer C. W. McBride and wife visited with their daughter, Mrs. C. L. Dandareau, and family in Center Line, Mich., and with Mr. McBride's parents in Delta, Ohio, while on vacation in May.

Mayor H. C. Loveless and family of Ottumwa visited recently with Chief Carpenter D. H. Fisher. Mr. Loveless is on leave of



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CHICAGO NEW YORK

absence from the M of W department in Ottumwa.

Section Foreman Bert Jenkins, Springfield, has been off duty for several months because of ill health. He was a patient in the University Hospital in Iowa City for several weeks.

Bert Klumph, retired B&B foreman, has returned to Marion after spending the winter with a daughter in California.

Mrs. Albert Kullander, wife of retired pump repairer, died in Marion early in May. Burial was in Marion.

Mrs. Lewis Franke, wife of retired conductor, died at her home on May 17, following a long illness. In addition to her husband she is survived by a son, Wayne B. of Colfax, Calif., and a daughter, Mrs. Cecilia Stull, Englewood, Colo.

William Kemp, retired B&B foreman, died in Cedar Rapids hospital on May 6. He retired in 1936 after serving the railroad 35 years, 20 as foreman. Born in Scotland, he came to the United States when he was 16. He had been living in Marion since 1910. He is survived by his widow, a grandson and a great-grandson.

Mrs. John Cone attended the Order of the White Shrine of Jerusalem session held in Omaha in May.

Coal Chute Foreman G. F. Callister and wife, Williamsburg, were in Ames, Ia., for the annual Veisha celebration. Their son is a student at Ames. McCallister had his vacation in May.

Mrs. Ed Forbes, widow of conductor, now a resident of Beverly Hills, Calif., is in Marion to visit for several months.

Assistant Engineer L. R. Boetcher returned to the office on May 16. He had been a patient in St. Luke's Hospital, Cedar Rapids, having a knee operation. He is recovering rapidly.

On May 6, Approximately 4,500 Iowa student musicians assembled in Perry for the annual state music contest. The boys quartet of Marion High School which was awarded a "first" included Bill Lundquist, son of Assistant Engineer O. W. Lundquist, and Bill Hintz, son of B&B Carpenter Hintz. Lyle Fisher, son of Chief Carpenter D. H. Fisher, played the trombone in a brass which was also awarded a "first."

Yardmaster J. W. Chermak and wife took



Mrs. S. E. Buckley, abstract clerk at Perry, Ia., with Compressed Lad D, one of the registered purebred Herefords which she and Conductor Buckley raise on their farm near Bagley, Ia. The calf was six months old when this picture was snapped.

a trip to Louisville, Ky., recently to attend a family wedding.

Assistant Agent W. A. Kinder, Cedar Rapids, has been off duty for several months because of illness.

Switchman F. M. Chermak is on his vacation. Boys, let's be ready for some good fish stories.

Middle, West and Des Moines

Viola Ranes, Correspondent

W. J. Barth, who has been second shift foreman at Perry roundhouse for a number of years, has joined the ranks of the retired veterans, due to ill health. His service dates back to 1904. Mr. and Mrs. Barth have sold their home in Perry and plan to live in Grand Island, Neb.

Engineer Percy Salzgebber, a long time employe of the Road, is another addition to the retirement list. He was obliged to give up railroading on account of a heart ailment.

Mrs. Paul Black, wife of Engineer Black, passed away Apr. 24 of a heart seizure. In addition to Mr. Black, she is survived by a daughter, Mrs. Lewis Kirgis of San Francisco.

Raymond Cross, of the Perry yard section force who has been on sick leave for several months, visited in Perry recently. Ray is recovering from injuries he received in a tractor accident several months ago. He is staying with relatives in Des Moines since his release from the hospital.

Conductor P. J. Reel has returned to his home from the hospital in Des Moines. He is showing steady improvement.

Mrs. C. E. Robbins, wife of Switchman Robbins, and Mrs. W. I. Wightman, wife of Switchman Wightman, submitted to operations during May. Both are convalescing at their homes.

Engineer O. G. Emerick and family have been enjoying a beautiful bouquet of anthuriums sent to them by a sister of Tom Mishakawa, the young Hawaiian who visited the Emericks when he was in the United States Army. They were airmailed on a Monday morning from Lanakai, Oahu, and arrived in Perry on a Wednesday afternoon.

Engineer and Mrs. Bert Cline have a new grand-daughter, a girl born recently to Mr.

The Milwaukee Road Magazine

and Mrs. John Cline of Milwaukee, Wis.

Miss Betty Hanneman, daughter of Conductor W. R. Hanneman, has completed her training as an air stewardess. She has been assigned to a route along the west coast and is stationed at a base near San Francisco.

Council Bluffs Terminal

Agnes Kinder, Correspondent

Harry Evans, retired boilermaker helper, died May 12 of a heart seizure. Mr. Evans had worked in the locomotive department for many years and retired only a couple of years ago. He is survived by his widow.

William Gundlach, who retired July 11, 1937, passed away May 13 at the age of 78. He had been a car inspector for 26 years. He is survived by his widow, daughter and son.

The owner of that new Plymouth floating around the yards is none other than Switchman Roy Wichaël, Jr.

Lucky Little, P. F. I., has taken a leave of absence. Joe Wood, who hails from Minneapolis, has been assigned to that position.

Yard Clerk George Jacobs, who had been off duty for 60 days due to illness, has taken another 30-day leave.

Switchman Frank Brugenhemke has been released from the hospital after more than three months away from the job.

Machinist Helper Voorhis Goodwin's disability pension became effective May 4.

Carman Teddy Schmidt returned May 17 from St. Paul where he spent his vacation visiting his sister and family.

Latest addition to the coach cleaners is George Kreger who began work on Apr. 16.

Mrs. Sodie Blake, wife of storekeeper at this point, returned in April from Redding, Calif., where she spent a month with her daughter who has been very ill.

Paul Rentenio, of the section, left for Chicago May 16 to undergo an operation at Wesley Memorial Hospital. He has been off duty since Christmas due to illness. He was accompanied by his son Antonio who is a carman helper at this point.

Mrs. Sodie Blake, president of Council Bluffs Chapter of the Women's Club, and Mrs. T. P. Schmidt, wife of car foreman, attended the Women's Club biennial meeting in Chicago the week end of May 13.

IDAHO DIVISION

Mrs. Ruth White, Correspondent

The morning of May 24 saw T. B. Coplen, revising clerk, and family leaving on No. 18 for St. Louis, Mo., Mrs. Coplen's home. Ben expected to spend a quiet time out on the farm keeping his two boys happy.

Just returned from a trip to New York and New Jersey is Assistant Cashier R. L. Johnson. His wife and son remained to spend some time with her folks.

Conductor J. Downey attended the conductor's convention at Chicago and also visited at LaCrosse, Wis., his former home.

Agent E. M. Hartman of Warden received a news item from the northern district of the Milwaukee Division which told of the death of Clarence E. Larson, chief train dispatcher there. He may be remembered by some of the Idaho Division employees as operator at Malden in the earlier days.

Jesse V. Jarrard, retired maintenance of way employe, passed away in May. Surviving are his widow Dora at their Spokane home, a daughter in Seattle and a son at Boise, Idaho. Mr. Jarrard was a veteran of the Spanish American War.

L. H. Johnson (tiger of the freight office) has moved into a home in the northwest part of Spokane. Since he sold his former home

he has been living "in a tent," as he would say.

File Clerk E. M. Alleman is spending his vacation getting settled in his new home. Ed Swergal is relieving during his absence.

Brakeman N. A. Reams hopes to resume work soon following an illness which has kept him off since September, 1949.

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In a unit of motive power, railroads buy potential gross ton miles per hour. They want to move a maximum number of cars at highest practical speeds over prevailing grades of track. And when those cars are solid-bearing equipped, they can do just that, *at lowest possible cost.* Here's why:

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Per car set, AAR solid bearings average about 1/20 the cost of the multiple-unit type. And that means you get *four* solid-bearing cars for the price of *three* of any other bearing type. Right there you have a *33% advantage* in potential ton miles of revenue per dollar invested.

Lowest Operating Cost

It takes less power, therefore less fuel, to move a train from "A" to "B", when cars are solid bearing equipped. That's because there's equal or less friction per bearing in pounds per ton *over the whole run.* But that's not all. Solid bearings eliminate excess dead weight too — put the maximum tractive effort of a locomotive to the business of moving goods.

Maximum Protection for Lading

The AAR solid bearing is the *only* journal bearing for rolling stock that inherently provides flexible control of lateral shocks — around curves, over joints, frogs and switches.

Spokane's seventh traffic fatality of 1950 took the life of Joseph Virgilio, Spokane section man. He was 72 years of age and had lived in Spokane 47 years. His two daughters and two sons survive. Mr. Virgilio was a car cleaner and rubbish burner around the yard and was a familiar figure at Spokane.

There's permissible lateral movement designed right into the bearing, to cushion shocks before they reach the car and lading. And that's why solid bearings admittedly give unequalled riding quality on any standard freight car truck.

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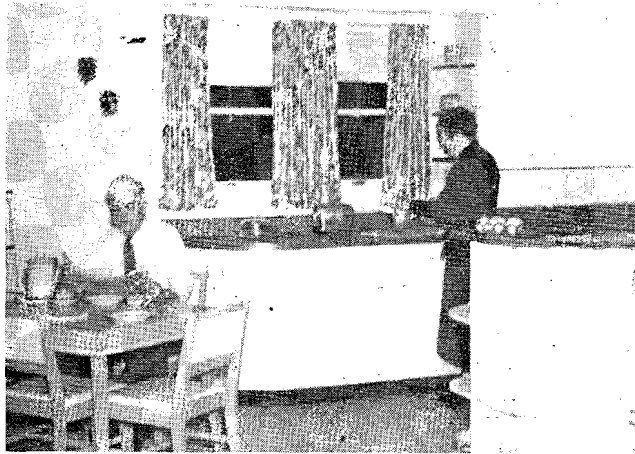
Conductor A. J. Clay of Malden resumed work on May 3 after a long illness.

Conductor W. E. Kirkpatrick entered a hospital for an operation recently. He is recovering rapidly. The Kirkpatrick family have taken possession of a new home.

Trainmaster J. J. Nentl, St. Maries, is on his vacation, spending it in the Middle West with relatives and friends. He is accompanied by his wife and daughter.

If you should see a brilliant blue streak making about 80 miles per hour (capable of 100) that's the 1951 Kaiser, the first in Spokane, delivered to Conductor R. C. Krebs recently. The Krebs family is enjoying the new car vacationing along coast points.

Engineer and Mrs. O. A. Burns, Fireman and Mrs. Herman Sperr, Mrs. Joe Wagner and Jackie Campbell drove to Othello for



An "after" picture, showing the model kitchen which Floyd Hall, car tracer at Galewood yards, has installed in his home in South Elgin, Ill. The house is about 50 years old and remodeling it is Hall's week end project. Mrs. Hall's kitchen has yellow cabinets with blue counter tops. A stove-sink-refrigerator unit is in back of the snack bar at the right.

Mother's Day to visit Mrs. Burns' mother and also Orle Melhuish, brother, a mechanic at Othello. The Sperrs are now vacationing on the coast and in Canada.

Agent V. R. Mitchell and wife of Malden recently dropped in on the Darrell Chisholms (daughter of O. A. Burns) who live near San Francisco. They then motored up into Canada.

Paul Hamilton, retired engineer, has returned to Malden to make his home. He had been living in Chicago since retiring but says, "There is nothing like the West as a place to live."

We are happy to report that I. A. Grant, retired engineer, formerly of Malden and now living at Bothell, is much improved following an illness.

In a recent issue the death of Joe Wagner was mentioned. However, he was not a retired engineer as stated but was employed in the roundhouse, first at Alberton, Mont., and later as engine watchman at Malden where Mrs. Wagner still makes her home. Mr. Wagner passed away just one week after his 94th birthday. The Wagners had celebrated their golden wedding anniversary on Aug. 30, 1948.

CHICAGO TERMINALS

Bensenville

Dorothy Lee Camp, Correspondent

Vern Schroeder, special officer, Walter Hamman, rate clerk, and Charlie Dominick, clerk, all of Mr. Bishop's office, recently drove in Vern's new Mercury to Mexico City. Charlie took color movies of the trip.

Returning from Kansas City via the good old Milwaukee, your correspondent's mother, Mrs. Alta Sherwood, met William Butler, retired switchman of Cedar Rapids, and his wife. "Bill," who retired in 1937 and is 79, looks 59 and is having the time of his life in Roscoe, Mo., in the Ozarks. He said he hopes his Cedar Rapids friends will drop him a line down in Roscoe—no street address necessary as he goes to the post office for the neighborhood mail every day.

Friends were happy to hear of the April marriage of C&M Division Conductor Don Austin.

Archie Dillow, clerk, and family took a vacation trip through the Ozarks this year.

The 14-month-old daughter of Yardmaster "Kickapoo" Sampson was rushed to Elnahurst Hospital recently with a severe case of pneumonia. "Kickapoo" says she's on the mend once more.

Wanted—a two to three room apartment for Margaret Goodman and her mother. Margaret, slip bill clerk, says she'd be most grateful for a place to call home.

Mrs. Charles Glanz, wife of "Rip Track" Charlie Glanz, is recuperating at home after an operation at St. Joseph's Hospital in Elgin.

Alice Petersen, former clerk, asks to be remembered to the old gang. She is a sister of R. Chalifoux, chief clerk at Galewood.

Henry A. Becker, D&I Division brakeman, is organizing Robert D. Clark Post No. 1205 of the American Legion at Bensenville. A meeting was scheduled for the Village Hall on June 7. Those wishing to join can contact Commander Edgar Rapin at the village post office or by calling Bensenville 400 or 146R. Becker can be reached at his home, 19 W. Main Street, Bensenville.

Thomas McGrath, Galewood, passed away May 25 after a short illness.

Gus Horn, Chicago Terminals engineer, suffered a stroke recently but at this writing is at home and doing nicely.

Dave Phillips, third trick operator at Tower B 17, says the fishing is grand at Crivitz, Wis., but the mosquitoes are big as OWLS!

Phil Scorza, clerk, traveled to Phoenix, Ariz., on his vacation, and tried out a variety of transportation—trains, busses and a plane ride.

Joe White, chief caller at Bensenville, was married late in May to Thelma Baungartner of Franklin Park. The honeymoon included a trip to Niagara Falls and 10 days in New York City. Joe and Thelma will live in Franklin Park until their new home in River Grove is completed.

The trials of a caller are many. Recently William Kelley, relief crew director and caller for Galewood and Bensenville, had a talking parrot left in his care at Bensenville. Every time the phone rang the parrot would scream at the top of his voice—"Telephone, telephone, answer the *&*?%*...ff! telephone." Said Kelley, "Thank goodness it was only for a day."

Galewood

Norma Gunderson, Correspondent

B. G. Pobloske, assistant agent of Galewood freight house, is recuperating at home following an operation on May 5.

Tom McGrath who was confined to Hines Hospital for some time, passed away on May 25.

Bob Evans is still on the sick list but from all reports he is improving.

Ann Zenger, PU&D clerk, reports another grandson, born on May 12.

The Booster Club again donated a generous sum toward the new uniforms of our Milwaukee Road softball team and the entry fee to the league of \$85. The boys play at Riss Park, located at Fullerton, Meade and Wrightwood Avenues, every Monday and

Thursday at 6:45 P.M. Let's back our team by going out and watching them play.

Stanley Prokopek, checker at Galewood Yard 1 repair track, went fishing at Grass Lake on his day off and caught a nice pickerel. Of course, we won't say he had to have a trailer to bring it home.

Louis Rossi, apprentice helper at Yard 1, is getting a new Plymouth.

Joseph Kowalski, son of Bruno Kowalski, checker at Galewood Yard 1, is graduating from the Illinois Institute of Technology as a mechanical engineer this month.

A happy grandpa, and for the first time, is General Car Foreman W. A. Bennett. His son, William, Jr., and wife are the parents of a boy. They now reside in Albuquerque, N. M.

Union Street

Florence LaMonica, Correspondent

Harry Imm, police department, is in Grant Hospital due to a heart seizure. Do send him a cheer card—let him know we're pulling for him.

Ed Sloncen, OS&D clerk, is a patient in Evanston Hospital. Let's let Ed know we wish him a speedy convalescence.

Joe Prazak, foreman House 2, is home due to illness.

Joseph Castiglia, stower in House Five, passed away recently after three and a half years of illness.

Jim Hester, police department, became the daddy of a baby girl May 28. Ony Neuhaus, checker at House 4, became daddy of a baby boy on May 11.

We're farmed out at the present, but please don't forget to let us know about apartments for rent. Otto Stainer and I are still in need.

A movie comedy showed on the screen a bevy of shapely girls disrobing for a plunge in the "old swimming hole." They had just taken off their hats, shoes and coats and were beginning to disrobe—when a passing freight train dashed across the screen and obscured the view. After it passed, the girls were frolicking in the water. An old railroader sat through the show again and again. At length an usher tapped him on the shoulder.

Usher: "Aren't you ever going home?" Railroader: "Oh, I'll wait awhile. One of these times that train is gonna be late."



Conductor "Lindy" Lindstrom and wife, Milwaukee, snapped by Correspondent Dorothy Lee Camp, Bensenville, when they stopped for a visit recently as they were Florida bound for a vacation.



James A. Farley, chairman of the board of the Coca-Cola Export Corporation, leaving Chicago May 25 on the Olympian Hiawatha, en route to Milwaukee, where he was to address a meeting of the Export Managers Club and the Milwaukee Chamber of Commerce.

Scene at the annual May Day luncheon of Portage Chapter of The Milwaukee Road Women's Club. Approximately 75 were present. Mrs. George Pomeranz was chairman of the kitchen committee, Mrs. George Witt of the dining room committee.

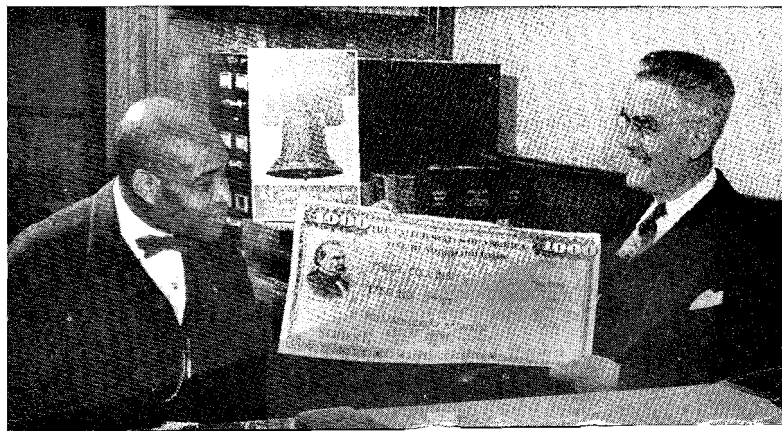
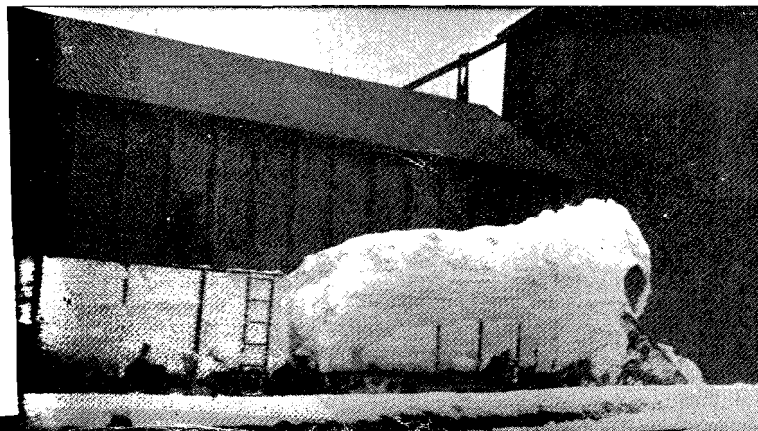


Right: Tenor Ferruccio Tagliavini and Soprano Jean Madeira, on tour with the Metropolitan Opera Company, sort out the luggage upon arriving in the Chicago Union Station May 8 to open their Chicago engagement. The opera troupe rode the Morning Hiawatha from the Twin Cities.



Below, right: Porter Price Collins, Milwaukee, Wis., receives from William B. Frank, president of the City Bank and Trust Co., Milwaukee, a souvenir to mark his purchase of the first \$1,000 U. S. Savings Bond sold in the Milwaukee County "Independence Drive," May 15. Collins collects Savings Bonds as a hobby and has purchased a \$1,000 bond at the beginning of every drive.

Below: Spring in the Plains Country . . . A wedge snow plow presented this spectral appearance as it steamed into New England, N. D., after four days en route from McLaughlin, S. D., during the record snowfall on that line this spring. Agent A. S. Hatch dubbed it "the ghost train."



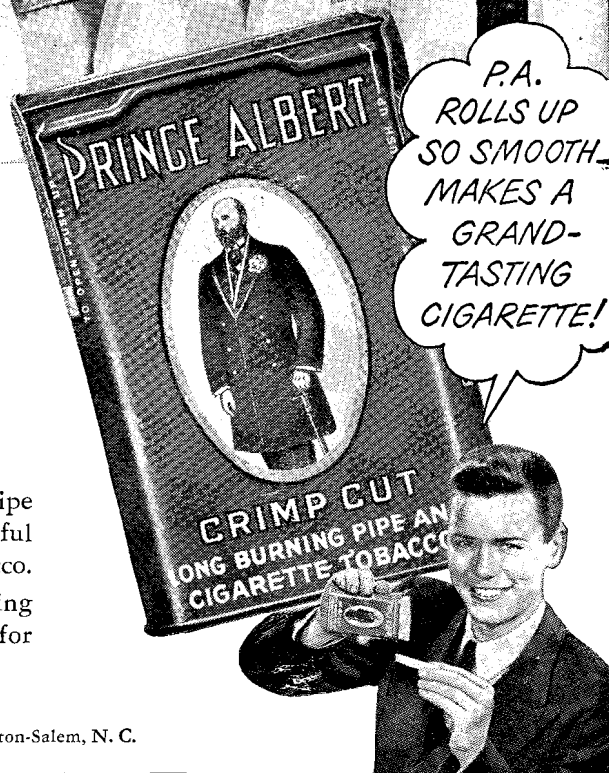
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for the man with
P.A.*



P.A.* means Pipe Appeal
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● Yes, there are stars in her eyes for the man with Pipe Appeal! And *his* eyes light up with joy as he smokes a pipeful of Prince Albert—America's largest-selling smoking tobacco.

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The Milwaukee Road Magazine