

THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD



S E P T E M B E R 1 9 5 0



SEPTEMBER
1950

VOL. XXXVIII
No. 6

THE MILWAUKEE ROAD MAGAZINE

A. G. Dupuis
Manager

Marc Green Marie Hotton
Editor *Assistant to Editor*

PUBLIC RELATIONS DEPARTMENT
UNION STATION — CHICAGO

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

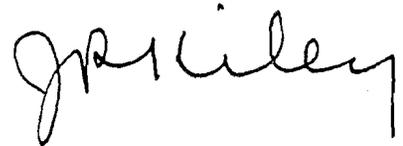
IN THIS ISSUE

	Page
To My Fellow Employes	
By President J. P. Kiley.....	2
John P. Kiley Elected President..	3
Operation Lunchbasket	5
Station Names on The Milwaukee Road	6
Memory Bound	8
Fire Prevention Week.....	10
How Are We Doing?.....	12
Milwaukee Road Americanizes Twelve "Russian" Electricians....	12
Road Receives Safety Council Award of Honor.....	13
Appointments	14
"Ernie" Haddock Bows Out.....	15
Missoula C. of C. Marks Road's Centennial	15
The Railroad Hour Resumes Fall- Winter Schedule	16
Retirements	16
Women's Club 1950 Membership Honor Roll	17
Tacoma "Yardmaster Special"....	18
About People of the Railroad....	19

TO MY FELLOW EMPLOYEES

MY first feeling on my first day as president is one of gratefulness that I have had the privilege of spending all my working years among Milwaukee Road men and women. It is because of your proved reliability and cooperation that I view the future of our Company with the utmost confidence.

It is my sincere hope that our work together will always be distinguished by mutual respect, friendliness, fair dealing with each other, and a determination by all to put forth our best efforts every day for our own and our Company's welfare, as the interests of both are closely interwoven.



JOHN P. KILEY ELECTED PRESIDENT

L. F. Donald Named Vice President - Operations

IT IS always good news when a man rises through the ranks to become president of his company. That was the reaction of Milwaukee Road people when John P. Kiley, formerly vice president in charge of operations, was elected a director and president of The Milwaukee Road on Sept. 1.

He succeeds C. H. Buford, who had arrived in the presidency via the same route and whose intention to retire at the end of August was announced in June.

John Kiley, referred to recently by a Milwaukee Journal writer as a "triple threat man in railroading," matches the description. His railroading background is unusually broad, including engineering, finance, and a period as auditor of investment and joint facility accounts—all in addition to the several positions he has held in the operating department. He is 55 and an engineer by training and inclination, having taken a degree in civil engineering at Villanova College, Villanova, Pa., in 1915.

The Milwaukee Road has claimed his services for his entire working life, beginning in 1913 and 1914 during summer vacations from Villanova when he worked as a rodman and instrument man for the Road on track elevation work in the Chicago area.

Naturally enough, he began working regularly in the engineering department immediately upon leaving college in 1915.

"My first assignment was doing valuation work on the Road's Pacific Coast extension," he recalls.

"That involved survey work through the West, but I had ahead of me the prospect of getting into Seattle. People told me that it was a wonderful city; never snowed, always pleasant but sometimes damp. However, the first winter they had a snowfall so heavy even the roofs had to be shov-

eled off so they would not collapse. Living there years later, though, I found that the weather the city had first greeted me with was a freak."

World War I broke into his career, but he managed to make the most of a bad situation, entering as a private and coming out as a second lieutenant of engineers.

Upon his return from the Army, Mr. Kiley resumed valuation work and later was transferred to the finance department as an engineering assistant. After the death of W. W. K. Sparrow, officer in charge of finance, in November, 1939, Mr. Kiley went to work in the operating department and then was made auditor of investment and joint facility accounts for two years, but continued to make studies involving operation, maintenance of equipment and maintenance of way, as well as budget work.

November, 1942, again found Mr. Kiley in the operating department as assistant to general manager, Lines East, a job which claimed his services

only until the following June, at which time he became Lines East general manager. It was just three years later that he returned to Seattle, this time to stay a while—for a year as assistant to president, and another year as vice president. He returned to Chicago in June, 1948, as vice president in charge of operations.

His opinion of the future of railroading and of the people of The Milwaukee Road was well expressed in an informal address given before a group of shippers in Chicago on Sept. 7.

"You may be wondering," he said, "how I feel about the new job.

"Frankly, I feel very optimistic about it. I have always enjoyed challenges and difficulties because it is only by accepting challenges and overcoming difficulties that one accomplishes anything. Without the satisfaction that comes with accomplishments our lives would not be very happy.

"Having spent all of my working life among the men and women on



John P. Kiley enters the door marked "President" on the morning of Sept. 1.



Chairman Leo T. Crowley congratulates Mr. Kiley at the time of his election as director and president while other directors and newly-promoted officers look on. Seated, from left: J. J. O'Toole, assistant general manager, Lines East; W. J. Whalen, general manager, Lines East; Mr. Crowley; Mr. Kiley; and L. F. Donald, vice president-operations. Standing, from left: Directors J. B. Gallagher, W. J. Cummings, J. D. Allen and Elmer Rich.

The Milwaukee Road, I know that they have done and will continue to do a good job of railroading. With their ability and complete cooperation, which I am sure I am going to have, we are going to be successful in providing the highest degree of service, convenience and economy for our customers."

L. F. Donald Elected Vice President—Operations

Lloyd F. Donald, elected to succeed Mr. Kiley as vice president—operations, is a native of Savanna, Ill., whose boyhood ambition was to be a trainmaster.

With that goal in mind, he entered

the service of the railroad in 1912 as a roundhouse clerk in Savanna, and the long list of operating department positions he later held provided him with an intimate knowledge of almost every division and most of the principal towns and cities on the railroad.

That tour of duty also inspired him to comment once that he guessed the people of The Milwaukee Road know him about as well as he knows himself.

He was appointed assistant general manager, Lines East, in 1940 and went to Seattle as general manager, Lines West, in 1942, returning to Chicago as general manager, Lines East, on June 1, 1946.

Lloyd Donald brings to the operat-

ing department's top position a thorough knowledge of railroading, a friendly disposition and a rare ability for handling complex details with calm composure—the same qualifications which elevated him beyond his original ambition to be a trainmaster.

W. J. Whalen, successor to Mr. Donald as Lines East general manager, also comes into his new position with an unusual history of Milwaukee Road service behind him. His father, Roadmaster Martin Whalen, had been with the Road 68 years when he retired in 1938, and had four sons, three sons-in-law, one brother and two cousins in Milwaukee service.

"Bill" Whalen, as he is known by three-fourths of the people up and down the railroad he knows so well, began railroading with the Milwaukee in 1906 as a water boy for a maintenance crew during the summer vacation from school, and 10 years later was a roadmaster, the youngest in the United States.

Transferring from the engineering to the operating department in 1923, he was advanced steadily through a number of positions at various points on the railroad and appointed general superintendent at Milwaukee in 1946. Effective Nov. 1, 1948, he became assistant general manager, with headquarters in Chicago, and continued to hold that position up to the time of his present appointment.

From switch tender to assistant general manager is the story of John J. O'Toole, who succeeds W. J. Whalen in that position. Starting with the railroad in 1912, he held a variety of yard and clerical jobs at Galewood, in the Chicago area, for the next eight years. Later, he served as assistant division superintendent at several points and in 1946 was appointed superintendent of the Twin City Terminal Division.

Having earned a reputation as an authority on terminal operation, he was given the title of general superintendent of terminals when the position was first created in August, 1947. He continued in that position until the time of his present appointment.

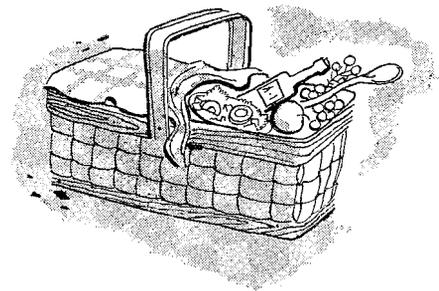


The Hon. Martin H. Kennelly, mayor of Chicago, was in the group of approximately 280 business men in the Chicago area who held a dinner in honor of Mr. Kiley on the night of Sept. 7. Shown, from left: W. A. Mayfield, general traffic manager of Swift and Company, chairman of the committee which arranged the dinner; Mr. Kiley; Mayor Kennelly; and Leo T. Crowley, chairman of the Milwaukee Road board of directors.

It's Austin Union Station Now

A UNION passenger station for Austin, Minn., was authorized by the Interstate Commerce Commission on Aug. 4.

Under the plan, the Chicago Great Western Railway will cease using its Austin station, built in 1885, and use the modern Milwaukee Road station, which was completed in 1942.



Throughout the day crowds like this watched the changing entertainment bill

Every hour some lucky picnicker was awarded an attendance prize. Supervising a drawing are, from left: Leo Kenney, general picnic chairman; Roy Dermody, general chairman of the executive committee; and John Macht, general secretary-treasurer. ↓

OPERATION LUNCHBASKET

Highlights of the Hiawatha Service Club's Annual Family Outing

THE HIAWATHA Service Club at Milwaukee, Wis., likes to do things in a big way. For instance, picnics.

Take the club's 12th annual family frolic which was held this year at Old Heidelberg Park on Sunday, Aug. 20. This outing, high on the list of employe summertime social activities in Milwaukee, never fails to draw a crowd. It is estimated that this year the lunchbasket brigade which visited the picnic grounds on the Port Washington Road numbered upward of 3,500.

Experience has shown that the Hiawathans want the same kind of picnic every year—a good old fashioned get-together—and hard working committee members saw that they got it. A treasure hunt kept the picnickers occupied until lunch time, after which the youngsters took part in supervised games—a penny scramble, a yarn winding contest, egg and spoon race, a kangaroo jump and others. The adults, meanwhile, had a try at a three-legged race, a husband calling contest and a reducing race. The Hiawatha Service Club Band gave a one-hour concert and clipping along behind came a program of stunting by professional entertainers.

The usual employe baseball game was the main attraction of the late afternoon and dancing, starting at 5 P.M., continued into the evening. In addition, all of the carnival features of the park—the auto races, dart boards, horseshoe games and so on—were handy for anyone who wanted to test his skill. Throughout the day there were many other diversions, not the least of which was an hourly drawing for attendance prizes. These awards were very substantial, including such items as an outboard motor, a fly rod and reel, a U. S. Savings Bond, a portable radio, an electric shaver and a steam iron.

The weeks of preparation for "Operation Lunchbasket" brought results in the form of a smooth-functioning program and a satisfied crowd. Leo Kenney, secretary-treasurer of Unit 2, was general chairman of arrangements; co-chairmen were Harold Hoferer, Oliver Weissenborn, Leonard Meleske and John Washburn. The various committees drafted from the club's 15 units were headed by Jean Colber, Stanley Tabaka, Josephine Conway, Leonard Meleske, Anton Tiesel, Ray Cary, Ed McDermott, Charles Michalski and Bill Cary.



Showing the ladies that dart throwing takes a good eye and a steady hand. ↓



"Come and get it" means ham, potato salad and a lot of visiting among friends. ↓



STATION NAMES ON THE MILWAUKEE ROAD



Watertown, Wis.

A PARTY of New Englanders on the lookout for cheap water power settled at this point on the Rock River in 1836. The river was harnessed and in a short time "Watertown" hummed with the buzz of saw-mills and the machinery of various crafts. Starting in 1840, the settlement assumed a new character with the gradual infiltration of German immigrants, many of them political refugees and professional men. Most notable was the fiery and eloquent Carl Schurze, who fled Germany after the revolution of 1848. Watertown is now chiefly an industrial city, but its name is also well known in markets as the home of the Watertown goose, a bird of uncommon size whose liver is made into *pate de foie gras*.

Fulda, Minn.

Picture a shining lake and beside it a shanty where two men were making their headquarters in the winter of 1880 while the railroad was being built through Minnesota to South Dakota. The men, Charles Cawley and Tom Heinz, favored the location for a town and spent their evenings in idle speculation about a name for it. One night a snowstorm blew in on them and continued with such ferocity that the following day

they could not get out to work. The story goes that Tom remarked as he was preparing their evening meal, "Well, Charlie, looks like we put in a full day doing nothing." Perhaps their day-long confinement was responsible, for Mr. Cawley's excited reply was, "That's it, that's the name for our town—Fulda!" Later Cawley was made agent at Pipestone, holding the position for 62 years. Heinz settled at Wells, Minn., and became a roadmaster.

Welch, Minn.

In a wave of feeling following the Civil War, this township was named Welch, to honor a captain in the Union Army who had been killed in action. However, when a post office was established a few years later, there was some controversy over the fact that The Milwaukee Road, operating at that time on the north side of the Cannon River, called it Eagle Mills, while the M&StL, operating on the south side, knew it as Belle Creek. When the name of Eagle Mills was suggested for the post office, postal authorities refused to sanction it, giving as the reason that too many "Eagles" were already on record. The postmaster then proposed that it be named Welch, same as the township, and this was accept-

ed. Some time afterward the CGW bought the M&StL interests along the river and the name of Welch was then adopted universally.

Montesano, Wash.

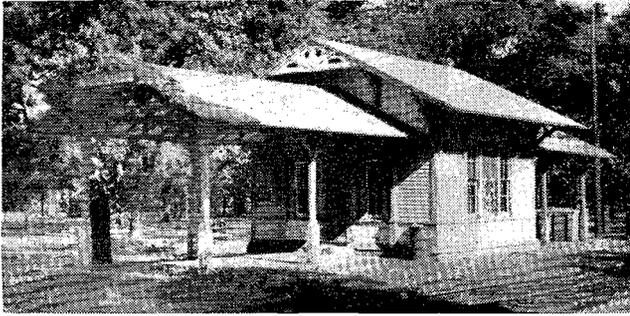
In the early 1850's Isaiah Scammon cleared a site south of the Chehalis River in this locality. A small village quickly grew up around it and soon Scammon had a visitor, a sea captain from California, who asked about the settlement's name. Since no one had given that matter any thought, the captain was asked for a suggestion. Report has it that his answer was something like this: "Sir, you have the best drinking water I have ever tasted and the purest air to be found anywhere. Surely this is a healthy location. Back of you is a little mountain (now generally called Boy Scout Knob) so why not name this place Monte Sano, which is the Spanish for 'healthy mountain'?" In the eighties the town became the county seat and was moved to the north side of the river, retaining the name of Montesano. The old site became South Montesano.

Welcome, Minn.

First the town was called Lily Creek, then Campbell's Switch—it was platted and located on a section owned by a pioneer settler, S. L.



Campbell, around 1870. With a modesty seldom encountered in founding fathers, Campbell declined the honor of having the town named after him and suggested the name of his friend, Alfred Mudgett Welcome, a farmer in the vicinity who had contributed greatly to the progress of the community. The other settlers approved and the "Welcome" mat was accordingly set out.



Time stands still for the old Minnehaha station which is shown here as it appears today.

Minnehaha, Minn.

When President Lincoln called for volunteers in the struggle between the States, the Minnesota troops traveled by boat from Ft. Snelling to McGregor, Ia., which was the rail head for the Northwest Territory at that time. During their absence the railroad was built between Austin and Ft. Snelling and in 1865 the line was further extended to Minneapolis and a station was erected at what is now 49th Street. Longfellow's poem "Hiawatha" was in every school book in the country and its characters were household words, hence the choice of "Minnehaha" for the station name. The original depot was destroyed by fire in 1875. The present structure is the only railroad station in the Northwest whose architectural style dates from the Civil War period. It is probably the oldest landmark in South Minneapolis.

Vermillion, S. D.

Three times the erratic course of the Missouri River shifted the site of this town. Fort Vermillion, built in 1835 by the American Fur Company, was washed away by its turbulent waters in 1846. When the Homestead Act of 1863 opened the territory to settlement, a boom town sprang up on the lowlands where the Missouri and Vermillion Rivers join, but in 1881 a flood left the settlement in ruins. The new city was built high on the bluffs overlooking the peaceful Vermillion, which is so named because of the red clay that lines its banks. Scenic Audubon Park in the present city is a memorial to a visit made by the famous naturalist to old Fort Vermillion in 1843.

Ellensburg, Wash.

The log trading post erected here in 1867 by a renegade named Wilson was the first structure in the Kittitas Valley. Wilson sold out to a young adventuring cowboy, A. J. Splawn, who called his picturesque hideaway Robber's Roost in deference to his predecessor. By 1872 the settlement had acquired a general store, a saloon, post office, blacksmith shop and a few

homes, and the more decorous name of Ellen's Burgh, after Ellen Shoudy, wife of a pioneer settler (the "h" was dropped at the request of the Post Office Department). With the coming of the Northern Pacific in 1886 the town was incorporated, but the big boom developed after The Milwaukee Road arrived in 1907.

Fairmont, Minn.

The name Fair Mount was applied to the area that is now the city of Fairmont in October, 1857. The name was a natural, as the site chosen included the wooded hill which was the highest point of land in the immediate region. The hill commanded a magnificent view of the surrounding lake region, well timbered and merging with the adjacent boundless prairie land. In 1878 the village was incorporated under the name of Fairmont and the Post Office Department dropped the old spelling.

Manhattan, Mont.

"Hamilton" was the name when it was opened on Dec. 7, 1868; a station on the stage route through the Gallatin Valley. By 1884 someone thought better of this and it reappeared on post office records as "Moreland." Greybeards who were young cowpokes around the valley in those days say that it was "dude" country then—headquarters for large ranch and cattle holdings of Eastern capital. The change to "Manhattan" occurred in 1891 when a group of New York

financiers built the Manhattan Malt-ing Company plant in the high mountain valley and proclaimed their product to be the finest in the world. The Milwaukee Road depot is on the corner of Broadway and Lexington Avenue, just a block over from Park Avenue and Fifth. Three miles south of the town is the village of Central Park.

Rudd, Ia.

This town, platted in 1869 by James Swartwood, was getting along fine with the name of Danville until it decided it needed a church. A man named Rudd stepped forward at that

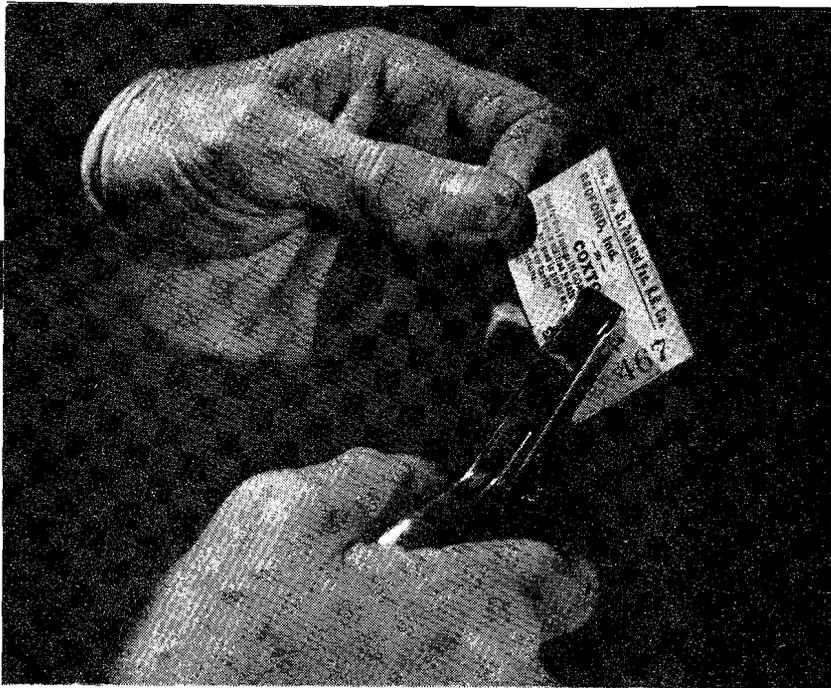


point with a promise to contribute \$1,000 toward a church if the city fathers would name the town for him. His offer was accepted and a notice of the change was sent to Washington. Sorry to say, after the name was registered Rudd conveniently forgot his promise and disappeared from the scene, but the name had been firmly established before his deceit was discovered.

Cle Elum, Wash.

Thomas L. Gamble, a prospector, chose to settle at this point in 1870, but neighbors were few until coal was discovered in the region in 1884. Two years later the railroad came and after that the settlement grew rapidly. A number of disastrous forest fires figured in its early history, but the discovery of new coal deposits and the business of supplying the railroad with fuel kept the town going—mining is still an important industry in the area. The town, situated on a flat between the mountains at the junction of the Cle Elum and Yakima Rivers, owes its name to the river which courses down from Lake Cle Elum to the northeast—the words are Indian for "swift water."





MEMORY BOUND

Photos and Story by
Richard S. Simons

Richard S. Simons, author of this article, is a staff writer for *The Indianapolis Star Magazine*. The article is reprinted through the courtesy of that publication, in which it originally appeared on Aug. 13.

OUT IN FRONT of the Milwaukee Railroad's red-gabled Bedford (Ind.) station runs the track that carried Little Hiawatha to the happy hunting ground.

Little Hiawatha was the affectionate name for a gasoline-electric train that plodded faithfully over the roller coaster grades and hill slopes between Bedford and Terre Haute. It was named derisively for the big Hiawathas of the Milwaukee's main line fleet.

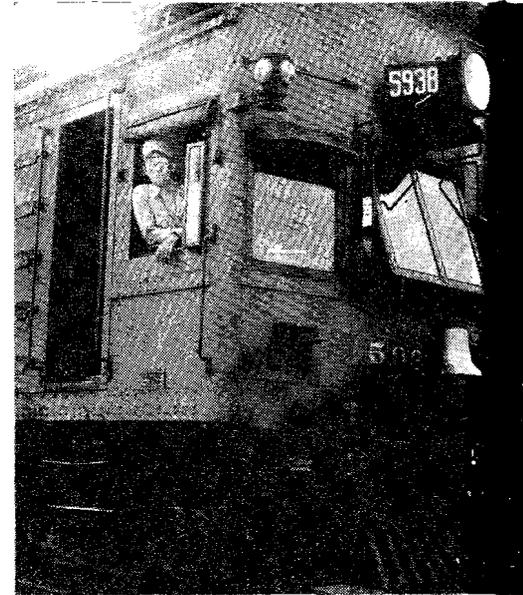
Ever since the tracks were laid in 1890, passenger cars have clicked contentedly, if not speedily, over the rails from Bedford westward, but on July 15, when No. 1 made her final run, it enriched the sunset of a dying era and added another chapter to the end of a vivid history. From that day on, the road became a freight line.

No. 1 was the last gasoline-electric motor train operated in Indiana and the next to last branch line local passenger train. She was painted the astonishing orange that has long been the hallmark of the Milwaukee.

Business once was brisk on this hill country branch, but more recently the automobile has caused the line to fall on evil days. During the war there was a brief quickening of traffic when industrial workers thronged to the big Crane Naval Depot, which the line crosses, but it was soon evident that this was only the dying gasp of a sick iron horse.

No. 1 had led a quiet existence in her final days, as quiet as her noisy motors would allow, but her funeral attracted more passengers than had ridden the venerable train in many a full week. Clerk John Schumacher at Bedford could scarcely recall a departure time when he had been so busy.

The funeral, in fact, turned out to be more a boisterous, old-fashioned wake, although it did bring forth a mingling of nostalgia and curiosity that never again will appear on the picturesque station platforms that bear such engaging names as Cale,



Engineer H. E. Barnes looks from the cab of the last gasoline locomotive in Indiana before starting the final run.

Mt. Olive, Indian Springs, Elnora, Ilene and Beehunter.

Arel Jones, a 79-year-old retired Bedford stone cutter, and Mrs. Jones rode the first train on the line from Bedford to Elnora 60 years ago and they were on hand for the last trip. So was Charles A. Sims, a monument dealer from Odon, who made the round trip to Bedford on the last day. It was his first train ride in 27 years.

Back in those days, the line was the Evansville & Richmond Railroad, but the name changed frequently. The Southern Indiana, Chicago Southern and the Chicago, Terre Haute and Southeastern all were lineal antecedents in the somewhat confusing genealogy of this branch of the Chicago, Milwaukee, St. Paul & Pacific. Eastern terminus of the line is at



Mr. and Mrs. Arel Jones rode the first train west of Bedford 60 years ago and were on hand for the last.

Westport, 63 miles northeast of Bedford. This is the point farthest east in the United States from which a railroad operates over its own lines to the Pacific coast.

Passengers from Bedford had dwindled to about a half-dozen a day until funeral attendance boosted it to 33 for the final run. Altogether an even 150 persons rode Little Hiawatha that day; 62 on the up trip from Bedford in the morning, 88 on the return.

Management was not caught napping on this special occasion and attached to the cab-express compartment-mail space-passenger car a venerable Victorian combine rustled up somewhere in the yards at Terre Haute. But even this extra coach would not care for the crowds, and

to Terre Haute. The down run averaged 25 miles an hour.

Trailing the motor car came the nobly antiquated wooden combine, with its well-worn red plush seats and a dutiful stove in each end, available if the steam heating system chanced to go out of business suddenly. A similar lack of faith in the equipment appeared overhead, where an oil lamp for emergency use hung beside each electric light. The train operated only in daylight hours, but it was always dark inside the 1,750-foot tunnel near Indian Springs.

Enthusiasm and excitement ran high at the way stations along the line, for Little Hiawatha for many years had been more than a train. It represented contact with the outside world to hill country villages which had no telephones and no paved roads, and when the rains came, and rivers and creeks spilled over the low highways, the train often was the only connection with the towns beyond. Little Hiawatha was part of the daily way of life.

Few train trips could have been more informal than Hiawatha's last. At every station, the population poured out to say good-bye with the enthusiasm and gratitude of a people who have few excitements. Old-timers brought their grandchildren to see the last train. They would walk to the cab to shake hands with Engineer H. E. Barnes and wish him well, although shaking hands was nothing new to the crew, since regular passengers habitually greeted the conductor and brakemen in that manner when they rode the train. Little Hiawatha had long been part of a large, happy family.

The conventions of big-time railroad operation were cast aside ruthlessly at No. 1's funeral and the family spirit that marks a homey people showed itself all over the place.

Charles E. Herley, a Bedford amateur photographer, wanted to take pictures on the final run, but he had no return transportation to Bedford.

"Buy a ticket to Coxton (five miles, 16 cents) and I'll drive down and meet you there," Clerk Schumacher obligingly suggested and the deal was closed promptly.

Near Indian Springs, Little Hiawatha's two staunchest supporters waved vigorously to the train as it ground to an unscheduled stop to accommodate a photographer. Every day, for the past six months, Brakeman William Dowling had thrown candy to the two Benson children as
(Continued on page 16)

Right: Nostalgia and curiosity rode side by side as youngsters and oldsters crowded into the extra coach attached to the train.



Charles A. Sims of Odon, Ind., who hadn't ridden a train in 27 years, made the last run, as he had the first.



Crowds thronged station platforms for 82 miles seeking a glimpse of the train which was memory bound.



The last run was a sad occasion for these children. Brakeman William Dowling tossed them candy daily.



Conductor C. J. Currie and Superintendent A. J. Farnham gaze quietly down the track as switches fade away.

they overflowed into the baggage compartment, sitting on unstable folding chairs and watching the scenery unfold through the broad side doors.

Promptly at 12:30 p.m., under a fierce July sun, No. 1 gathered what dignity she could assume and departed from Bedford for the last time to a great clanging of bells and a noisy backfire from her recalcitrant motors. Conductor Clifford J. Currie remarked that exactly 37 years ago to the minute he had started his first railroad job.

There was none of the splendid effulgence of the slick main line varnish runs on Little Hiawatha. The road was crooked and hilly and the best speed No. 1 could muster was 27 miles an hour average for the up run



FIRE PREVENTION WEEK

October 8 - 14

FIRE prevention posters similar to the one shown above will be on display at 4,000 points on The Milwaukee Road during the week of Oct. 8-14, which President Truman, by special proclamation, has designated as Fire Prevention Week.

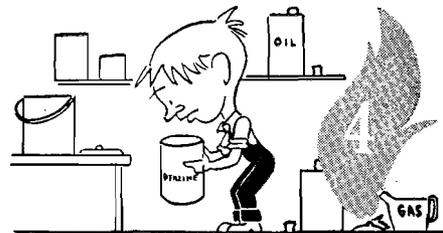
A plea was made in connection with the proclamation, calling upon all individuals and business establishments to undertake a campaign against destructive fires in our homes, places of business and communities.

It is reported that interest in fire prevention is the keenest in years, probably because of persistent year-to-year increases in property destruction and loss of life due to fires.

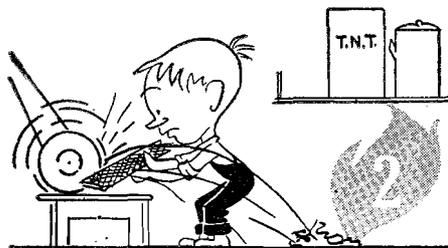
Every community sponsors and plans its own activity during this one week and through newspapers, radio announcements and special speakers

13 ways not to burn up your job

(From a leaflet entitled "13 Ways Not to Burn Your Factory," published by the National Fire Protection Association.)



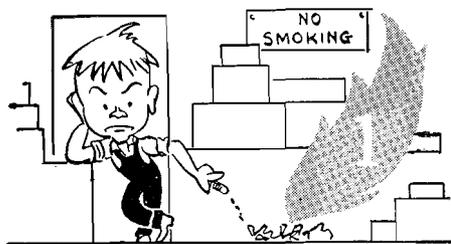
Keep flammable liquids in safety cans and away from ignition sources



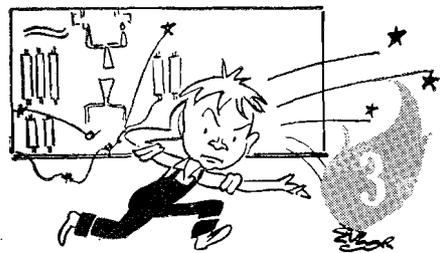
Don't grind where explosive or flammable materials are stored or used



A clean building seldom burns



Don't smoke in combustible areas



Keep electrical equipment and wiring in good repair



Sprinklers should not be obstructed by stock

Only a Part of Fire's Yearly Box Score

CAUSE	NO. OF FIRES	LOSS
Smoking and Matches	91,000	\$59,300,000
Misuse of Electricity	70,200	81,900,000
Defective Heating Equipment	49,500	66,500,000
Careless Handling and Use of Flammable Liquids..	41,800	55,200,000
Defective or Overheated Chimneys and Flues.....	25,800	23,000,000
Children Playing with Matches	24,200	11,000,000
Sparks on Roofs	23,500	16,500,000

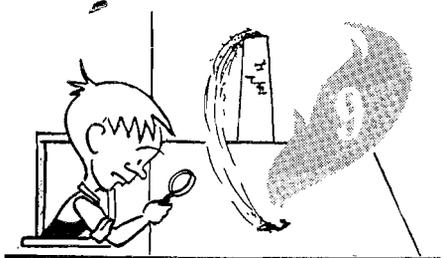
From "Large Loss Fires of 1949 and Their Lessons," prepared by the National Fire Protection Association.



Inspect fire appliances regularly and keep them easily available



Know what YOU should do when the fire alarm sounds



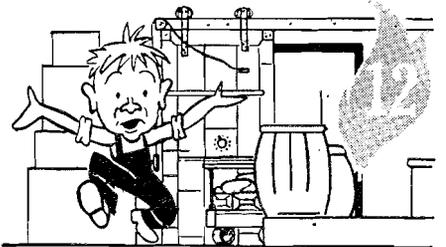
Be proud of your plant: report obvious fire hazards



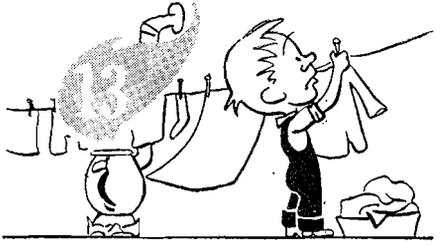
Check for fire hazards BEFORE you cut or weld



Don't use oil lanterns or torches around flammable liquids or combustibles



Don't block fire doors



Check heating devices for defects and combustibles nearby

it is aimed at giving impetus to a campaign that will immediately eliminate common hazards, the kind that are said to be responsible for most fires.

It is hard to believe, but true, that fires actually cost this country more in lives and material destruction, and are a greater drain on our national resources than are the wars the country has fought.

As for The Milwaukee Road's campaign, it is hoped that the posters will be seen and thought about by all of its employes, shippers and passengers. Fire prevention committees on the various divisions will be particularly busy during that week to make certain that everyone is conscious of the drive's importance.

This, of course, is all over and above the fact that fire prevention is a year-round activity on the Road. Under the direction of L. J. Benson, assistant to the president, trained inspectors handle technical matters pertaining to fire protection and fire prevention and the railroad's entire police organization devotes a part of its time to seeking out and eliminating common hazards.

Despite these efforts, however, the railroad's fire loss is higher than it should be. The Company's resources are the source of railroad jobs, and fire prevention is one good way of preserving those resources.

Less Deadly Than the Male

THE notion, believed to be rather generally held by the male sex, that women are worse drivers than men does not stand up very well as a result of recent investigations. A survey conducted by a leading womens' magazine, records of the American Automobile Association, tests, polls, and accident statistics all lead to one conclusion. Behind the wheel, the female is less deadly than the male.

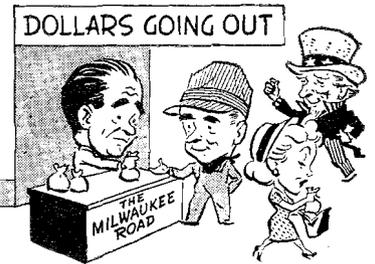
At last report, only 27 per cent of the licenses in the United States were held by women. But every record indicates that our highways would be safer if more women were driving. AAA statistics show that in a large eastern state 86,120 drivers "stacked" their cars during a six months' period. Men were responsible for 78,051 of these bang-up jobs.

In another survey by the motor vehicle department of a midwest state, it was found that for every million miles, men drivers were involved in 2.85 reportable accidents, while women accounted for only 1.79 per million miles driven. These figures indicate that feminine drivers are one-third better than their male critics.

Veteran traffic officers believe the more favorable record of the fair sex is due primarily to two factors . . . greater courtesy and less speed.



How are we doing?



	JULY		SEVEN MONTHS	
	1950	1949	1950	1949
RECEIVED FROM CUSTOMERS For hauling freight, passengers, mail, etc...	\$21,391,629	\$20,199,289	\$132,929,881	\$135,828,782
PAID OUT IN WAGES	10,196,397	10,486,698	67,583,835	71,744,711
PER DOLLAR RECEIVED (CENTS)	(47.7)	(51.9)	(50.8)	(52.8)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment insurance	621,131	644,304	4,102,836	4,431,300
PER DOLLAR RECEIVED (CENTS)	(2.9)	(3.2)	(3.1)	(3.3)
ALL OTHER PAYMENTS				
For operating expenses, taxes, rents and interest	9,575,515	8,714,482	59,933,586	61,388,285
PER DOLLAR RECEIVED (CENTS)	(44.8)	(43.1)	(45.1)	(45.2)
NET INCOME	998,586	353,805	1,309,624	
NET LOSS				1,735,514

Milwaukee Road Americanizes Twelve "Russian" Electrics

THE newspapers had a lot of fun kicking this one around.

"Little Joe Vetoes Reds for Rockies" read the headline on a Chicago Daily News story which opened with the sentence: "Little Joe, the locomotive that almost went Communist, was cruising Wednesday toward America's Golden West."

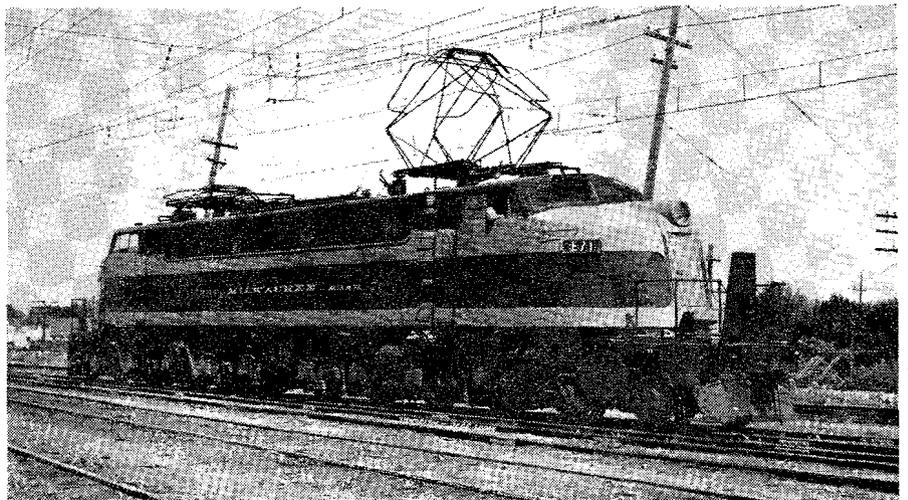
It all began when The Milwaukee Road announced on Aug. 15 that an electric locomotive built for Russia but not delivered due to international developments had left for service in the electrified zone in the Rocky and Bitter Root Mountains.

Weighing 270 tons and measuring nearly 89 feet in length, the locomotive was one of 12 acquired by the railroad for use principally between Harlowton, Mont., and Avery, Idaho.

As the accompanying picture shows, the locomotives have a cab at either end, eight pairs of drive wheels, and are equipped with eight traction motors said to be the largest ever built

by the General Electric Company. They generate 5,110 h.p. at 3,000 volts, the trolley voltage normally used by The Milwaukee Road in its electrified territory.

Originally built for five-foot track gauge, the locomotives have since been converted to the American standard gauge of 4 feet 8½ inches and painted orange and maroon.



The first of the "Little Joes" is shown near Deer Lodge, Mont., as it goes into service.



Shown at the presentation of the award are, left to right: L. J. Benson, assistant to president; C. H. Buford (president, since retired); Ned H. Dearborn, president of the National Safety Council; and J. P. Kiley, since Sept. 1 president of The Milwaukee Road.

Road Receives Safety Council Award of Honor

A SPECIAL award of honor, citing The Milwaukee Road for special service to safety, was conferred by the National Safety Council on Aug. 23 in connection with the railroad's centennial anniversary.

The citation to the railroad states: "The Chicago, Milwaukee, St. Paul and Pacific Railroad Company has made the safety of its employes and passengers a primary goal since its founding 100 years ago. Its continuing efforts along this line have resulted in an outstanding record and consistent improvement in that record.

"In every year since 1928 the employe casualty rate has been substantially below the average for all Class I railroads. And in 1949 its rate not only was 26 per cent better than in 1948 and 34 per cent better than in 1946, but was 23 per cent better than the average for all Class I railroads. This was an outstanding achievement in an industry that is conspicuously safety conscious."

In presenting the award, Ned H. Dearborn, president of the Council, praised the railroad industry as a whole for the substantial reduction it has effected in the number of employes killed in accidents.

"In the last 25 years," he said, "the number of railroad employes killed accidentally has been only 30 per cent as great as the number killed in the preceding 25 years.

"The Milwaukee Road has played an active part in this successful war

on accidents, and the National Safety Council is proud to salute it on the occasion of its centennial—not only for its steady improvement in accident prevention during recent years, but for what it has achieved over the past century."

Returns Valuables; Makes Lifetime Friend

A SEARCH by a patron of the Road, Miss Dorothy R. Pravda of Ann Arbor, Mich., for the employe who returned to her some valuable papers lost on a recent trip to the Twin Cities, located the thoughtful party in the person of Harry E. Gee, station baggage and mail agent at Minneapolis. Apparently the papers had slipped from Miss Pravda's baggage and were found on the station platform by Mr. Gee, who mailed them back to Ann Arbor in a company envelope. The postmarked envelope was the clue through which he was identified.

"It is difficult for me to express my full appreciation for the unsolicited



Harry E. Gee

return of these papers," wrote Miss Pravda. "The man who turned them in should be highly commended and I should like to know his name and address so that I may write to him personally.

"As a passenger who for many years has made an annual trip from Michigan to the Northwest, I wish also to express my pleasure with the Hiawathas. Your trains are clean, your personnel unfailingly courteous, and your efficiency unexampled. Now to my previous high regard for the Milwaukee is added my gratitude for the return of these papers. You are my friends for life."

Recognition for "Old Time" Courtesy

TO HARRY C. Kast, carman helper at Fox Lake, Ill., the return of lost property comes under the heading of "business as usual," but a grateful patron of the Road interprets it differently. J. M. Michaels, traffic manager for the Consumers Co. in Chicago, explained his side of the story in the following letter to company officials:

"I should like to express my appreciation for the service and courtesy extended to me by Mr. Kast. Recently I rode train 139 from Chicago to Libertyville carrying an envelope with some important papers in my coat pocket. On reaching my home I discovered that the envelope was missing and immediately contacted the station agent at Fox Lake, asking him to question the conductor in an endeavor to locate it.

"A subsequent call to the agent developed that he had talked to the crew and their report was negative. On the chance that the envelope had fallen from my pocket and had been overlooked by the trainmen I proceeded to Fox Lake and found that Mr. Kast, in the process of conditioning the coaches [on temporary assignment as coach cleaner] had found it. The efficiency and courtesy displayed by Mr. Kast are typical of the old time courtesy that has made the Milwaukee one of my favorite railroads."

This great industrial system of ours was built on hope of profit, and it keeps running on profit. When profit stops, production stops.



Harry C. Kast

APPOINTMENTS

Office of Secretary

Effective Sept. 1, 1950:

The board of directors elected John P. Kiley president of the company, succeeding C. H. Buford.

The board of directors elected Lloyd F. Donald vice president—operations, with headquarters at Chicago, succeeding John P. Kiley.

Effective Sept. 13, 1950:

The board of directors, following a meeting in Chicago on Sept. 13, announced the election of Joseph B. Murray as vice president with headquarters at New York City. Mr. Murray will succeed R. J. Marony who is retiring after 44 years of service. Mr. Marony will be available to the company in the New York office as consultant.

Operating Department

Effective Sept. 1, 1950:

W. J. Whalen is appointed general manager, Lines East, with headquarters at Chicago.

J. J. O'Toole is appointed assistant general manager, Lines East, with headquarters at Chicago.

C. E. Crippen is appointed general superintendent of terminals with headquarters at Chicago.

J. H. Stewart is appointed general superintendent, middle district, with headquarters at Milwaukee.

E. G. Kiesele is appointed superintendent of the Dubuque & Illinois Division, with headquarters at Savanna, Ill.

K. R. Schwartz is appointed superintendent of the Chicago Terminal Division with headquarters at Chicago.

J. J. Dombrowski is appointed superintendent of the Milwaukee Terminal Division with headquarters at Milwaukee.

M. T. Sevedge is appointed assistant superintendent of the Milwaukee Terminal Division with headquarters at Milwaukee.

S. F. Philpot is appointed assistant superintendent of the Madison Division with headquarters at Madison, Wis.

S. E. Herzog is appointed assistant superintendent of the La Crosse & River Division, third district, with headquarters at Wausau, Wis.

R. W. Riedl is appointed trainmaster of the Hastings & Dakota Division with headquarters at Aberdeen, S. D.

L. H. Walleen is appointed trainmaster of the Dubuque & Illinois Division with headquarters at Davenport, Ia.

G. J. Barry is appointed trainmaster of the Milwaukee Division, third district, with headquarters at Milwaukee.

L. V. Anderson is appointed acting trainmaster, Iowa & Dakota Division, second district, with headquarters at Sioux City, Ia.

Car Department

Effective Sept. 1, 1950:

J. J. Drinka is appointed district general car foreman with headquarters at Milwaukee, succeeding M. L. Hynes. Mr. Hynes retired Sept. 1 after 42 years of service.

Accounting Department

Effective Sept. 15, 1950:

W. P. Heuel is appointed assistant comptroller, succeeding W. Kruckstein, whose title of general auditor has been abolished. Mr. Kruckstein retired on Aug. 31 after 47 years of service.

J. E. Vraney is appointed auditor of station accounts and overcharge claims, succeeding W. P. Heuel.

Pullman Company Launches Sales Campaign

TO CREATE new business for itself and the 59 leading railroads which own it, The Pullman Company has developed an extensive sales promotion program.

In a nutshell, the Pullman merchandising plan includes a colorful, 20-page booklet, an accordion-type leaflet, an attractive poster and a sticker. These items were produced with a view to acquainting the traveling public with the many features

Ten Rules for Mental Health

The following creed is reprinted from "Rails," a news sheet published for H&D Division employees.

1. I will mind my own business and not gossip.
2. I will not wear my feelings on my sleeve, nor be so sensitive as to look for a personal offense or slights.
3. I will wear a smile. When I am gloomy I will go away and hide rather than inflict myself on others.
4. I will be kind to others.
5. I will not be headstrong.
6. I will play the game of life on the square.
7. I will hold my temper and each night ask God to forgive me as I have forgiven my neighbors.
8. I will face the world each morning with confidence, determined to be as happy and brave as I can.
9. I will move into some battle for a worthy cause.
10. I will not be too egotistical to pray.

of Pullman service and the 14 types of accommodations Pullman now offers.

George A. Kelly, vice president of The Pullman Company, compares the program to a two-way street in which the railroads, as well as Pullman, benefit.

Employees interested in examining this literature or showing it to their friends can obtain it from the nearest railroad ticket office where Pullman tickets are sold.



Fascinated by what they see in Pullman's new accommodations folder, Susan and Claire Whitehall, Chicago twins, listen as June Meyers, also of Chicago, explains one of the many illustrations in the leaflet. "Here's What You Get When You Go Pullman."



Conductor Haddock checks watches with President J. P. Kiley (at that time vice president-operations) upon the completion of his last run into Chicago. From the left: Engineer J. R. Riley, Fireman Dean Bartels, Mr. Kiley, Mr. Haddock, Train Baggage man Frank Kobs, Trainman R. J. Terwilliger, and Trainman William H. Beth.

Missoula C. of C. Marks Road's Centennial

THE partnership which has existed for more than 40 years between The Milwaukee Road and the people of Missoula, Mont., was recognized on Aug. 24 when the Missoula Chamber of Commerce marked the Road's centennial year at a luncheon meeting in the Florence Hotel.

A. N. Whitlock of Chicago, vice president and general counsel for The Milwaukee Road, and a former dean of the University of Montana law school, was the principal speaker.

Among the officers representing the railroad at the meeting were Larry H. Dugan, vice president; L. K. Sorensen, general manager, Lines West; J. O. McIllyar, western traffic manager; and Thomas H. Maguire, general attorney, all with headquarters in Seattle. Also present were A. C. Kohlhasse, division superintendent; and H. B. Brownell, assistant general freight and passenger agent of Butte.

"Ernie" Haddock Bows Out

E. E. HADDOCK, a friendly, business-like conductor who didn't mind being called "Ernie" by several thousand fellow employes and passengers, retired on Aug. 25.

Having started railroading with the Milwaukee in 1901, his retirement came just 49 years, 1,900,000 miles and 3,504,000 passengers later.

"Those figures are conservative," he said, adding with a smile that with each of the three and a half million passengers he tried to remember "the customer is always right."

"Of course, they aren't always, but I figure it's a pretty good policy. My particular pride is that none of my passengers has ever been injured."

His first job with the railroad was in the shops in Milwaukee, but four years later, in 1905, he entered train service, and in 1909 he was advanced to conductor. He entered passenger service in 1923.

Mr. Haddock, whose home was in Milwaukee at the time of his retirement, was in Hiawatha service continuously for 12 years prior to last October, when he went on No. 28 from Milwaukee to Chicago, and No. 23 returning.

His father, Peter Haddock, was a locomotive engineer on the old Chicago and Milwaukee Division for 28 years before his death in 1918. Two brothers are also in the railroad's service—John, a conductor on the Milwaukee Division, and William, a machinist at the Milwaukee shops.

Mr. and Mrs. Haddock will move to Garden Grove, Calif., where he

will build a home on a plot of ground which includes a small orange grove. But he will find time to continue on the board of the Milwaukee Railroad Veteran Employees Association, a post he has held for several years. Mr. and Mrs. Haddock have a daughter, Mrs. Janice Zenes, living in Redondo Beach, Calif., only a few miles from Garden Grove. Another daughter, Mrs. Nancy Teschendorf, lives in Prairie du Sac, Wis.

"I believe in having an objective at all times," he commented, explaining that he had started making his retirement plan 10 years ago.

"I figure that if I stayed in Milwaukee I'd be down at the station most of the time. Nothing would be changed except that I would have nothing to do, and I don't want that. Out in Garden Grove I'll have a new home and my little orange grove to keep me busy. It'll be a completely new life, something to look forward to—and that's the way I want it."

Employment gives health, sobriety and morals. Constant employment and well-paid labor produce, in a country like ours, general prosperity, content and cheerfulness.

—Daniel Webster

Notice—Milwaukee, Wis., Legionnaires

MILWAUKEE ROAD Post No. 18 of the American Legion, Milwaukee, Wis., is currently conducting a drive for new members and the reinstatement of former members. As commander of the post, M. J. Koch, retired Milwaukee Terminals yardmaster ("Johnny Cox"), urges all veterans who are eligible to sign up at once. Koch says:

"Today we are faced with a problem more difficult to solve than that which confronted us in 1941. The American Legion is dedicated to the strengthening of our nation and all other nations who are lined up in the fight against Communism. To guard against the inroads of Communism on the American Way of Life we need the strength of new members."

For further information, contact M. J. Koch, Commander of Post 18, American Legion, 1236 South 15th Place, Milwaukee.

Last Call

THIS is to remind the members of the Veteran Employees' Association who plan to attend the 19th Reunion at Minneapolis on Sept. 30, to send in their reservation blanks promptly to the secretary, Florence M. Walsh, 854 Union Depot, Chicago 6, Ill., and secure their banquet tickets. An advance guarantee must be made to the hotel. It is also important that your hotel reservations be arranged for.

An enjoyable day is being planned.

Memory Bound

(Continued from page 9)

he passed on the morning run. No one will miss Hiawatha more than the Bensons.

At Ilene, which is not a town at all but only a large sign designating a station, Engineer Barnes stopped the train long enough to climb from the cab, run to a nearby farmhouse and shake hands vigorously with Mr. and Mrs. William Rodrick.

"This is the last trip," he told them.

The Rodricks, like two other track-side residents up the line, had grown accustomed to receiving their daily newspaper from the cab as the train passed. It was just a favor, the engineer explained, so they wouldn't have to wait until the next day when the mail carrier came.

Somewhere along the run, a rail-roader started through the cars with an autograph book. Please sign, he told each passenger. Engineer Barnes produced a pair of lensless glasses and an oversize false nose from somewhere. It added to the levity.

Near the end of the line, stamp collectors began pestering Mail Clerk Paul K. Smith for last day cancellation of the railway post office.

At Terre Haute, the throaty roar of the air horn was heard for the last time, the passengers were set safely down and a panting steam engine, which was attached unceremoniously to the rear of the train, towed it away to the storage tracks.

Thus Little Hiawatha was gathered unto its railroading fathers. It had become something for the memory book.

The Railroad Hour Resumes Fall-Winter Schedule

MONDAY night, Oct. 2, marks the return to the airwaves of The Railroad Hour in its regular winter format. The program, sponsored by the Association of American Railroads, will again star Gordon MacRae and top-flight guest artists, with Carmen Dragon's orchestra and a chorus directed by Norman Luboff.

During the first 13 weeks of the fall and winter season the broadcasts will feature operettas and musical romances of classic popularity. Included are such favorites as "Allegro," "The Connecticut Yankee," "Jubilee," "Brigadoon," "Orange Blossoms," "The Pirates of Penzance," "Roberta," "The Wizard of Oz" and "The Fortune Teller." A specially written Christmas program will be presented on Dec. 25.

The stars who will play the leading roles opposite MacRae have already won the acclaim of Railroad Hour audiences. They include such artists as Dorothy Kirsten and Nadine Connor, and Lucille Norman who has been featured with MacRae on The Summer Show Train.

The Railroad Hour is among



William T. Faricy (right), president of the AAR, and Vice President Robert S. Henry examine some of the more than 45,000 requests for the "Quiz on Railroads and Railroadng" which resulted from an offer of the booklet on The Railroad Hour.

the radio programs recommended by community radio councils, educational groups and parent-teacher organizations, which list it in bulletins and membership mailings as highly desirable for family listening. Professional musicians are among its most enthusiastic supporters. One of the show's finest compliments came from the world-famous violinist, Fritz Kreisler, after the broadcast of his operetta "Apple Blossoms," with Gordon MacRae and Dorothy Kirsten. "It was beautifully done," he said, "and I enjoy your show week after week."

The Railroad Hour is heard each Monday night over the National Broadcasting Company system.

RETIREMENTS

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

Chicago General Offices

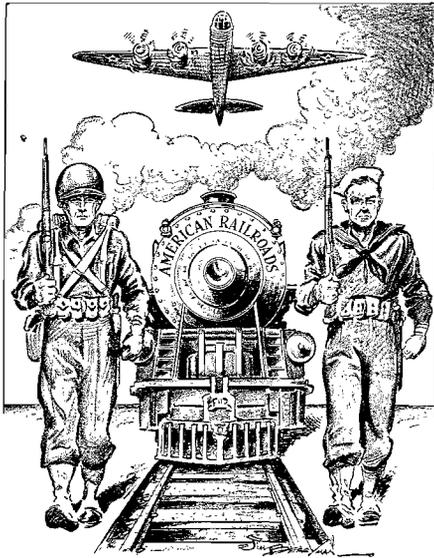
ADAMS, ARTHUR
Chief Rules Examiner.....Chicago, Ill.
ALLARD, FRANK H.
Asst. to Vice President.....Chicago, Ill.
BUNDY, ROY G.
Tax Commissioner.....Chicago, Ill.
CARLSON, MARTIN J.
Fire Inspector.....System
CULVER, CLAUDE L.
Spec. Tax Agent.....Chicago, Ill.
HUTCHINS, JOHN M.
City Frt. Agent.....Chicago, Ill.
JOHNSON, RUDOLPH W.
Asst. Engineer.....Chicago, Ill.
LODERHOSE, GEORGE W.
Frt. Claim Agent.....Chicago, Ill.
MYLES, RAYMOND W.
Chief Clerk, Adv. Dept.Chicago, Ill.
SCHWARZ, ROBERT C.
Structural Designer.....Chicago, Ill.

Chicago Terminals

ASKENAZY, BENJAMIN
Gateman.....Chicago, Ill.
KOPERNY, JOHN
Carman.....Chicago, Ill.
LEHMANN, EDA
Secretary-Steno.Galewood, Ill.
LIZNER, ANDREW
Ex. Gang Laborer.....Galewood, Ill.
LYONS, EUGENE H.
Divn. Storekeeper.....Chicago, Ill.
SHEGA, EDWARD
Ex. Gang Laborer.....Mannheim, Ill.
SITTLER, HENRY E.
Trainmaster.....Chicago, Ill.
STAINER, OTTO C.
Dist. Safety Engr.Chicago, Ill.
STANCIK, MARY J.
Forelady, Car Dept.Chicago, Ill.
VOIGHT, WILLIAM E.
Yardmaster.....Chicago, Ill.

Coast Division

ALLEN, EDWIN P.
Supr. Tel. & Signals.....Tacoma, Wash.
ANDERSON, GUY E.
Asst. Agent.....Seattle, Wash.
ANTONOPOULIS, GEORGE A.
Sec. Foreman.....Ellensburg, Wash.
CAMPBELL, WILLIAM E.
Asst. Dist. Car Foreman.....Tacoma, Wash.
CHALK, FORREST A.
Dispatcher.....Tacoma, Wash.
CORBETT, THOMAS E.
Chief Dispatcher.....Port Angeles, Wash.
FELZER, GEORGE T.
Chief Clerk, Store Dept. ...Tacoma, Wash.
HACKSTON, DAVID
Machinist.....Tacoma, Wash.
HUBBARD, WALTER L.
General Foreman, Sub-Station & Trolley.....Tacoma, Wash.
KAEDING, ALBERT W.
Car Foreman.....Seattle, Wash.
KEEL, KNUTE K.
Conductor.....Tacoma, Wash.
KIRKLAND, GAIL H.
Sec. Stockman, Store Dept.Tacoma, Wash.
LARSON, GUTORM
Carman Helper.....Tacoma, Wash.
MARTIN, HARRY
Boilermaker Helper.....Tacoma, Wash.
MacDONALD, JOHN C.
Asst. Genl. Storekeeper...Tacoma, Wash.



OLSON, AXEL W.
Asst. Supt., S. & D. C.
Dept.Tacoma, Wash.
RASMUSSEN, FREDERICK W.
Chief ClerkSeattle, Wash.
WILSON, HARRY E.
Port MasterSeattle, Wash.

Dubuque & Illinois Division

BALCER, LUDWIG F.
MachinistMarquette, Iowa
BUTZ, ALLARD
Crossing WatchmanGenoa, Ill.
DORNSIFE, CLYDE
Loco. EngineerOttumwa, Iowa
GRUMMITT, WILLIAM A.
MachinistSavanna, Ill.
HESS, CYRUS W.
ConductorKansas City, Mo.
KING, ROY M.
YardmasterSavanna, Ill.
MANDACH, LEE
Ex. Gang LaborerSavanna, Ill.
MORRISON, WALTER
Train DispatcherOttumwa, Iowa
PAULOS, HARRY
Fire KnockerOttumwa, Iowa
UPP, JAY G.
Train DispatcherOttumwa, Iowa
WILKINSON, LEROY A.
Machinist HelperOttumwa, Iowa

Hastings & Dakota Division

MILLER, WILLIAM F.
Sec. ForemanCorona, S. D.
PETERSON, CHRIST P.
Sec. ForemanAlpena, S. D.
RASDALL, MARK S.
Stockyard ForemanAberdeen, S. D.

Idaho Division

ALLEN, CLARK F.
RoadmasterSpokane, Wash.
BALL, RICHARD H.
Ex. Gang LaborerMetaline Falls, Wash.
HILL, GEORGE H.
SuperintendentSpokane, Wash.

Iowa Division

FAIRHURST, ARTHUR E.
Frt. Service Insp.Marion, Iowa
HEDLUND, ROBERT C.
Station AgentCambridge, Iowa
HENNESSEY, GEORGE F.
Roundhse. ForemanCedar Rapids, Iowa
JORDAN, WILLIS
Train DispatcherMarion, Iowa
LOSEY, JESSE M.
Train DispatcherPerry, Iowa
REEL, PETER J.
BrakemanPerry, Iowa
WARREN, HARRY W.
Div. F. & P. AgentDes Moines, Iowa

Iowa & Dakota Division

DODDS, RAY C.
SuperintendentMason City, Iowa
DYKSTRA, HESSEL
Sec. LaborerSheldon, Iowa
HANSON, CLAIRE M.
Machinist HelperSioux City, Iowa
O'KEEFE, JAMES
Boiler ForemanMason City, Iowa

The Milwaukee Road Women's Club

1950 MEMBERSHIP HONOR ROLL

The General Governing Board is happy to announce that, as the result of the contest which it has been conducting, the following chapters had as of July 1, 1950, shown an increase in membership over their Dec. 31, 1949, total:

Chapter	Voting			Contributing			Total		
	July 1	Increase	Loss	July 1	Increase	Loss	July 1	Increase	Loss
Aberdeen, S. D.	496	..	25	742	26	..	1,238	1	..
Austin, Minn.	108	3	..	137	2	..	245	5	..
Beloit, Wis.	96	2	..	120	1	..	216	3	..
Butte, Mont.	62	5	..	77	2	..	139	7	..
Channing, Mich.	97	8	..	73	5	..	170	13	..
Chicago-Fullerton Ave.	558	27	..	843	36	..	1,401	63	..
Chicago-Union Station	276	1	..	1,166	261	..	1,442	262	..
Council Bluffs, Ia.	80	8	..	135	1	..	215	9	..
Davenport, Ia.	79	5	..	173	..	3	252	2	..
Deer Lodge, Mont.	107	5	..	160	..	2	267	3	..
Des Moines, Ia.	86	4	..	120	10	..	206	14	..
Great Falls, Mont.	33	2	..	73	3	..	106	5	..
Green Bay, Wis.	172	4	..	293	4	..	465	8	..
Harlowton, Mont.	117	4	..	72	1	..	189	5	..
Iron Mountain, Mich.	63	2	..	84	6	..	147	8	..
Janesville, Wis.	199	8	..	251	..	..	450	8	..
Kansas City, Mo.	82	5	..	112	3	..	194	8	..
La Crosse, Wis.	141	11	..	280	33	..	421	44	..
Lewistown, Mont.	117	27	..	164	27	..	281	54	..
Malden, Wash.	69	1	..	77	3	..	146	4	..
Marmarth, N. D.	43	3	..	51	9	..	94	12	..
Marquette, Ia.	180	10	..	226	..	2	406	8	..
Merrill, Wis.	41	2	..	33	1	..	74	3	..
Miles City, Mont.	248	12	..	288	5	..	536	17	..
Minneapolis, Minn.	212	10	..	726	75	..	938	85	..
Mitchell, S. D.	56	10	..	104	29	..	160	39	..
New Lisbon, Wis.	88	4	..	72	..	2	160	2	..
Othello, Wash.	57	..	..	141	7	..	198	7	..
Ottumwa, Ia.	293	3	..	466	13	..	759	16	..
Perry, Ia.	242	5	..	215	25	..	457	30	..
Portage, Wis.	117	15	..	159	..	4	276	11	..
St. Paul, Minn.	110	1	..	311	1	..	421	2	..
Sanborn, Ia.	81	1	..	91	2	..	172	3	..
Savanna, Ill.	199	1	..	283	3	..	482	4	..
Seattle, Wash.	158	4	..	211	2	..	369	6	..
Sioux Falls, S. D.	93	..	11	177	17	..	270	6	..
Sparta, Wis.	38	..	5	51	6	..	89	1	..
Spencer, Ia.	58	1	..	87	9	..	145	10	..
Tacoma, Wash.	123	5	..	367	24	..	490	29	..
Three Forks, Mont.	67	5	..	61	4	..	128	9	..
Tomah, Wis.	241	4	..	249	..	..	490	4	..
Wausau, Wis.	74	7	..	84	7	..	158	14	..

High in total membership, Chicago-Union Station Chapter; in voting membership, Chicago-Fullerton Avenue Chapter.

ETTA N. LINDSKOG, Secretary General.

SMOLA, CHARLES C.
Divn. StorekeeperMason City, Iowa
WEAN, GEORGE W.
RoadmasterSioux City, Iowa

Iowa & Southern Minnesota Division

BRADFORD, OMER E.
Frt. Service Insptr.Austin, Minn.
ENDE, WILLIAM G.
Train DispatcherAustin, Minn.
FELT, JOHN G.
Working Foreman,
Loco. Dept.Jackson, Minn.
HAUSER, HERMAN M.
Roundhse. ForemanAustin, Minn.
TRITCHLER, WILLIAM E.
Chief CarpenterAustin, Minn.

La Crosse & River Division

ABELN, JOHN A.
Loco. EngineerSt. Paul, Minn.
BAMEN, EDWARD
Ex. Gang LaborerCamp McCoy, Wis.
BERGERON, EARL C.
TelegrapherColumbus, Wis.
CLEVELAND, HUBERT C.
AgentWausau, Wis.

FRIDAY, HAROLD K.
Machine ManTomah, Wis.
WARD, THEOPHILUS
Ex. Gang LaborerWatertown, Wis.

Madison Division

ROBERTSON, CHARLES C.
LinemanMilton Jct., Wis.

Milwaukee Division

BRISK, MARVYN A.
Loco. EngineerGreen Bay, Wis.
BUECHLER, FRANK T.
SuperintendentGreen Bay, Wis.
GEORGE, FADEL
CrossingmanIron Mtn., Mich.
GRADE, HERMAN O.
AgentIron Mtn., Mich.
GUNDERSON, OSCAR
BrakemanChicago, Ill.

Milwaukee Terminal

ABRAHART, HARRY R.
Supt. of ShopsMilwaukee, Wis.

ABRAMS, RICHARD E.
Dist. Frt. Claim Agt. ...Milwaukee, Wis.
ALVARADO, BRIGIDO
JanitorMilwaukee, Wis.
BARRY, PATRICK
CrossingmanMilwaukee, Wis.
BECKER, JOHN A.
Signal MaintainerMilwaukee, Wis.
BENTZ, GEORGE H.
TinnerMilwaukee, Wis.
DEUTER, HERMAN O.
TinsmithMilwaukee, Wis.
ERICKSON, WILLIAM
Ex. Gang LaborerMilwaukee, Wis.
KOZOUREK, JAMES J.
Chf. Invoice Clerk,
Store Dept.Milwaukee, Wis.
KRIEGL, ANDREW
CarmanMilwaukee, Wis.
LEWITZKE, GEORGE H.
Foreman, Car Dept.Milwaukee, Wis.
LUEBKE, GEORGE A.
Inspector, Testing Dept.Milwaukee, Wis.
MITCHELL, PETER V.
Foreman, Car Dept.Milwaukee, Wis.
MOODY, EDWARD H.
Material InspectorMilwaukee, Wis.
MUSTER, ERNST F.
Foreman, Loco. Dept.Milwaukee, Wis.
PRUST, CHARLES F.
Foreman, Car Dept.Milwaukee, Wis.
SIMPSON, MALCOLM C.
Ex. Gang LaborerMilwaukee, Wis.
SOBOLEWSKI, MICHAEL
Sweeper, Car Dept.Milwaukee, Wis.
STARK, ALBERT
Asst. Mill Foreman,
Car Dept.Milwaukee, Wis.
STAROSTA, JOSEPH M.
Asst. Foreman, Car Dept.Milwaukee, Wis.
YURSICH, LOUIS
Frt. HandlerMilwaukee, Wis.
YUSKIN, STEVE W.
Laborer, FoundryMilwaukee, Wis.

Miscellaneous & Off Line Offices

MILLER, GEORGE B.
T. F. & P. A.San Francisco, Calif.
PARK, CLAIR M.
Genl. AgentPittsburgh, Pa.

Rocky Mountain Division

CONNOR, CHARLES B.
Ex. Gang LaborerGreat Falls, Mont.
FARLEY, MICHAEL J.
Working Foreman,
Loco. Dept.Great Falls, Mont.
KHARNEY, PHILIP G.
Chief DispatcherLewistown, Mont.
LEAHY, JAMES P.
Roundhse. ForemanHarlowton, Mont.

Seattle General Offices

CARSON, RALPH E.
Genl. AgentSeattle, Wash.
COOPER, GORDON S.
Western Representative, Mail,
Express, BaggageSeattle, Wash.
GREENGARD, SAMUEL
Office Asst. to V. P.Seattle, Wash.
MIDDLETON, ROBERT J.
Consulting EngineerSeattle, Wash.
MUMFORD, MAURICE C.
Chief ClerkSeattle, Wash.
O'MEARA, JOHN J.
Chf. Clerk, Traffic Dept.Seattle, Wash.
WEBSTER, EUGENE
Trav. Frt. & Pass. Agt.Seattle, Wash.

Terre Haute Division

CAPPA, PAUL, SR.
Sec. LaborerW. Clinton, Ind.
CARTER, IVAN
Chf. Clerk to AgentFaithorn, Ill.
HELLER, EDWARD E.
Train DispatcherTerre Haute, Ind.
LUNDWALL, GEORGE F.
Chief ClerkTerre Haute, Ind.
McCANDLESS, MINOR H.
Supervisory AgentW. Clinton, Ind.
RICHARD, HARRY J.
Roundhse. ForemanW. Clinton, Ind.
SCHUH, ROBERT A.
YardmasterTerre Haute, Ind.
WHERRETT, WILLIAM O.
YardmasterTerre Haute, Ind.

Trans-Missouri Division

GEEHART, HERMAN M.
RoadmasterRoundup, Mont.
McCoy, HUGH M.
AgentRoundup, Mont.
McFARLANE, LESTER A.
Sec. LaborerBaker, Mont.
RIBGER, FREDRICK
Roundhse. LaborerMobridge, S. D.
SNODGRASS, RAY A.
Coal Dock ForemanMcIntosh, S. D.
WALSH, MARTIN A.
Master MechanicMiles City, Mont.
WHITMAN, EDWIN E.
Ex.-Gang RoadmasterThebes, Mont.

Tacoma "Yardmaster Special"



THE "yardmaster special" fedora and the always present cigar will serve to identify at a glance one of the best known employes on the west end, General Yardmaster H. W. Montague of Tacoma, Wash. His office colleague here is Board Clerk Bob Huntsman. "The Maharaja," as he is familiarly known, has been with the Road since

1911, starting at Aberdeen, S. D. Following his transfer to Tacoma in 1917, he was a switchman for two years, after which he was appointed to his present position. His reputation for competence on the job, always accepted as a matter of course, was especially evident during World Wars I and II when the Tacoma yard worked 'round the clock handling troop trains and thousands of cars of war and lend lease materials.

At 61, Montague is still a demon for work. In the blizzards that all but paralyzed service on the west end in January he could be seen bundled in an overcoat, a frayed cigar clenched between his teeth, barking out instructions to engines and crews far into the night.

Off the job Montague spreads his time over three hobbies, baseball, canasta—and cake baking. His talent in the latter line is due to come up for judging at the next local fair.

Twin City Terminals

BAUMGART, EDWARD H.
TelegrapherSt. Paul, Minn.
GARVEY, JOSEPH P.
Warehouse ForemanSt. Paul, Minn.
GILOY, WILLIAM
Car CleanerMinneapolis, Minn.
HARLER, HARRY H.
Perishable Frt. Insp.St. Paul, Minn.
HUMENANSKI, STEVEN J.
Coach CleanerMinneapolis, Minn.
KANDUTH, BLASIUS
Loco. CarpenterMinneapolis, Minn.
KEENAN, JOHN M.
Chief Yard ClerkMinneapolis, Minn.
METZGER, CHARLES B.
Laborer—Frt.Minneapolis, Minn.
MONGE, HENRY O.
City Ticket AgentSt. Paul, Minn.
NEWCOMB, CLARENCE O.
State SolicitorMinneapolis, Minn.
PENNY, ARTHUR A.
Mill Foreman,
Car Dept.Minneapolis, Minn.
ROTH, CASPER O.
General Foreman,
Store Dept.Minneapolis, Minn.
SELANDER, SWAN M.
Laborer, Loco. Dept.Minneapolis, Minn.
SHEA, WILLIAM J.
Loco. EngineerMinneapolis, Minn.
THORSON, CARL
Fire KnockerSt. Paul, Minn.

**Party Roundup Honors
Nine Twin City Veterans**

WHEN nine veteran employes in the Twin Cities revealed recently that they planned to retire on July 31, their fellow employes called a conclave. The result was an out-size smorgasbord dinner and party at the Dyckman Hotel in Minneapolis on Aug. 3 with 226 friends—job associates, company officials and family well-wishers—taking their turn to shake hands. In the reception line were Frank P. Rogers, chief clerk to

general superintendent; Matt Medinger, safety engineer; Jack Keenan, chief yard clerk; Bob O'Connor, terminal roadmaster; Casper Roth, general foreman—store department; Jack Penny, woodmill foreman; C. O. Newcomb, solicitor; O. E. Bradford, freight service inspector; and Joseph Garvey, general foreman of freight house, St. Paul. W. R. Manion, trainman on the LaX&R Division, was the master of ceremonies.

The size of the gathering and the substantial service records of its honored principals were the subject of comment in the Minneapolis papers. Mr. Garvey, a veteran of 1899, was the senior member of the group. Next in line, with a service date of 1902, was Frank Rogers; aside from his regular railroad duties, Mr. Rogers performed a valued service to The Milwaukee Road Magazine for many years as division editor and general news expeditor in the Twin City Terminals area. Following in line were Mr. Medinger, 1904; Mr. Penny, 1906; Mr. Roth, 1908; Messrs. Keenan and Bradford, 1915; and Messrs. O'Connor and Newcomb, 1919.

The Minneapolis party served as an introduction to a proposed club for retired employes at Minneapolis. The organization will have as its purpose the sponsoring of appropriate functions for retired employes and the promotion of leisure-time social affairs.

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

ROCKY MOUNTAIN DIVISION

Northern Montana

Pat Yates, Correspondent

Harold Rozell is back on the job after spending a few days in the hospital. He was assisting his wife with the fall canning when the pressure cooker exploded; no serious damage, fortunately.

Congratulations to Conductor and Mrs. Louis Gamell on the arrival of a new baby boy. The young man has been named Louis Charles.

The Women's Club held its annual picnic on Aug. 6. The main entertainment was Bingo. I can't begin to describe the many good things we had to eat. Out of town guests were Engineer Rex Glover and Mrs. Glover of Miles City, and Mrs. John Gaynor and children of Cle Elum, Wash. Mrs. Gaynor is the daughter of Yard Clerk Dana Mathews.

Three firemen and two brakemen were hired here recently. They are E. P. McMahon, P. L. Short, and J. L. Wise as firemen, and R. E. Price and R. F. Briedenfelt as brakemen.

I was in Harlowton some Sundays ago when one of the new electric motors came through, going to Avery, Idaho. I understand these engines were originally built for Russia, but the Road got them instead. They are nicknamed "Little Joe." They will be a wonderful addition to the electric end of our railroad.

Two Milwaukee men called from here for the Armed Service are Fireman J. W. Johnson and Kenneth Ingalls, who was on furlough going to school.

While fishing recently in Spring Creek, Fireman A. C. Keeler, Jr., turned his ankle and was on crutches for a few days. I was told that he slipped on a rock, but another party told me one of the big ones jerked him off his feet. Who knows? Mr. Keeler isn't saying anything.

Relief Operator Donald Samuel is working second trick at Denton.

COAST DIVISION

Harry W. Anderson, Division Editor

Rose M. Hare, former stenographer in the superintendent's office now working in the car department office at Tacoma, has announced that she is to be married in September. The lucky fellow is Richard Gratzler.

Ruth Phelps, clerk in the superintendent's office, has returned from a vacation spent in the wilds of San Francisco and in Canada.

Juanita Modglin, trainmaster's clerk, is doing some plain and fancy traveling for her vacation. Her mother is accompanying her on a trip to Baltimore where they will

visit Juanita's sister Dorothy and the latter's son, who arrived early in August.

Alvin Nance, secretary to Superintendent A. O. Thor, after Sept. 5 will be a seaman 2nd class in Uncle Sam's Navy.

Louie Seaman has been appointed chief clerk to the assistant general storekeeper at Tacoma, the position held for many years by George Felzer who retired. Understand, also, that Louie has organized a bowling team in the K. of C. league.

Cecil DeGuire has been appointed chief clerk to the master mechanic at Tacoma, position formerly held by James C. Norris who retired after many years of railroad service. Charles Sandberg has bid in the job of general foreman's clerk formerly held by Mr. DeGuire.

Fred Johnson, B&B foreman who was out of service for about six months from injuries received in an accident, is now back to work.

Orville and Hazel Cardle, warehouseman and roadmaster's clerk, respectively, took the entire month of August off to travel around the United States, and possibly the adjacent countries.

Bill Jones, retired locomotive engineer, must be doing a lot of traveling these days. We recently got a card from him mailed at Chicago and another from Milwaukee.

Paul Jasmer, former clerk to the general

foreman at the shops, now retired, passed away suddenly on Aug. 30.

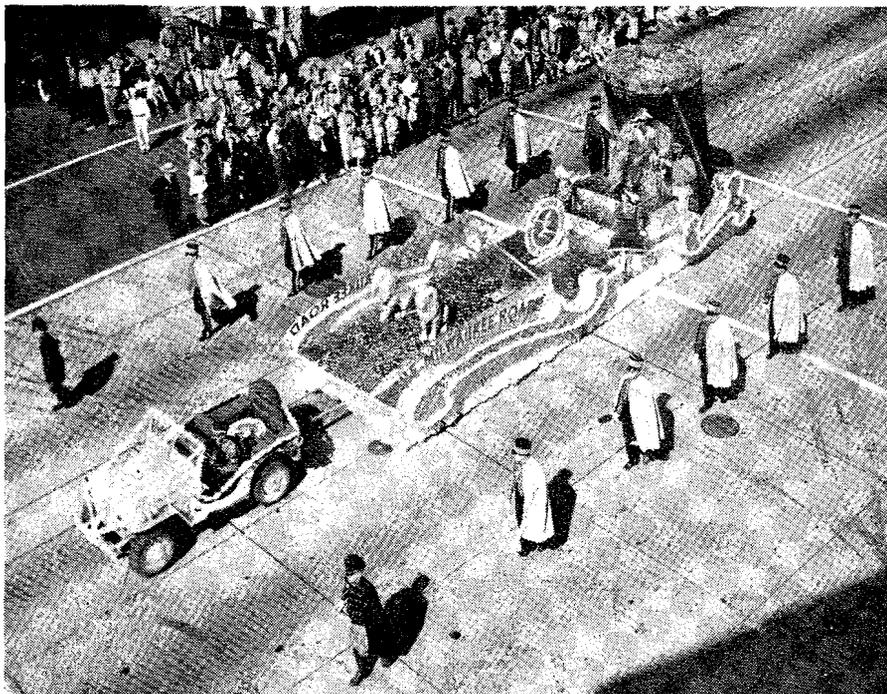
The Joint Railway employes picnic at Morton on Aug. 20 had a tragic overtime as Mr. Rutherford, retired car department man, passed away suddenly while in charge of the refreshment counter. Just a few minutes before his death his expression was one of health and happiness, and the suddenness was a shock to everyone.

Seattle Local Freight Office and Marine Dept.

Contributed by Elizabeth Gosha

Hobart A. Anderson, retired section foreman formerly of Marion, S.D., has been confined to Providence Hospital, seriously ill. Mr. Anderson retired about five years ago after 47 years with the Road, 40 of which were spent at Marion. Since retiring he has made his home in Seattle.

Guy E. Anderson, our retired assistant agent, and Fred W. Rasmussen, retired chief clerk, have adjusted themselves to the leisurely way of living without any delay. Guy has been busy making repairs on his home and planned to leave the latter part of August to look after his mining interests in British Columbia. Fred, after a brief sojourn in the hospital, set off for Alaska with Mrs. Rasmussen to



This float, The Milwaukee Road's beautiful entry in the Seattle Seafair parade on Aug. 12, carried the monarch of the fair himself, King Neptune.

visit relatives and inspect the salmon fisheries.

Verlie Erickson, who has been at the freight office for the past seven years, recently resigned to try her hand at keeping house in her lovely new home on Lake Washington. Betty Rasmussen has taken her place as stenographer in the OS&D section. Betty's husband is with the Army overseas.

Ruth Cooke, statistical clerk, is spending her vacation in Sioux Falls, S.D., visiting her mother who has been in ill health for some time.

Maurene MacDonald can talk of nothing but the new greenhouse she and her husband are having built. "Mac", not satisfied with raising prize roses and chrysanthemums, is seeking new worlds to conquer. In the face of all this floral splendor, your correspondent does not dare remark that the pinks in her window box, three stories up, are doing nicely.

It looks like old times around the freight office with so many employes returning to work. Those re-joining the ranks are Catherine Fowler who is back in the bill room; Mina Dow, now assistant demurrage clerk; Lola Thomson, in the cashier's office; Gwen Carvosso on the PU&D desk; Nellie Holtum in reclaim; and Genevieve Roberts who is helping out on the car desk.

Tacoma

R. A. Grummel, Correspondent

On Aug. 20 the Joint Railway Association of Tacoma held its annual excursion picnic at Morton, some 64 miles from Tacoma. Our railroad and the Northern Pacific furnished equipment and power. A special train consisted of eleven coaches and two baggage cars. The ride to Morton is a scenic one—the railroad travels along over Nisqually and the scenic hills of the Cascade Mountains. At Morton the train was greeted at the station by the Morton band. Some 800 people enjoyed the outing. Frank Bryan of the freight office and his wife did their share in helping to serve hot dogs and pop. Some of the Milwaukee members and their wives on the outing were Freight Office Cashier Ivar Berven, Outbound Bill Clerk John S. Gates, Counter Clerk Frank Bryan, Engineer Larry Weans, Engineer G. C. Casebolt, and W. J. Fitzgerald, time supervisor in superintendent's office.

Charles A. Norwood ("Andy"), formerly car distributor in Tacoma and retired the past four years, is now living on his ranch at Thorp, Wash., near his daughter, Mrs. R. E. Thompson. Mr. Norwood paid us his yearly visit on Aug. 7. This yearly greeting is due to the fact that on the first Sunday

in August people born in Iowa gather from various cities and towns for a picnic at Pt. Defiance Park, Tacoma. This was Andy's 43rd—he has never missed one. Andy and his wife will leave shortly for St. Petersburg, Fla., where they will spend the winter. Andy is quite a genealogist—has traced the Norwood family ancestry to the 32nd generation, back to the time of William the Conqueror.

Our old co-worker and friend, Thomas E. Corbett, called on us recently. Tom, who retired on July 31 after 45 years of continuous service with the Road, finished his duties as chief dispatcher, Olympic Branch Line, at Port Angeles, Wash. He began service in 1906 as a telegrapher on the I&D, working out of Mason City, Ia., and came to Lines West in March, 1908, as a train dispatcher. He was the first train dispatcher in the Tacoma office, opened Sept. 1, 1909; transferred to Miles City, Mont., in 1911; was chief dispatcher and trainmaster at Miles City, chief dispatcher and trainmaster at Spokane, chief dispatcher at Tacoma for 10 years, and was district safety engineer for three and a half years before going to Port Angeles as chief dispatcher. He has now returned to Tacoma where he will make his home.

Mrs. Manda Schrock, extra clerk now relieving on the demurrage desk, fell while competing in a potato sack race at a picnic and broke her left arm. The arm was in a cast for four weeks but Mandy continued on the job due to shortage of help account vacations. Cast now removed and patient doing very well.

Chief Demurrage Clerk Joe Johnson and wife have returned from a motoring trip east of the mountains.

Outbound Revising Clerk E. N. King was promoted Aug. 1 to chief clerk to Division Freight Agent V. E. Straus, Tacoma.

Counter Clerk Johnny Lucchesi and wife vacationed recently in Minneapolis.

Seattle Yard

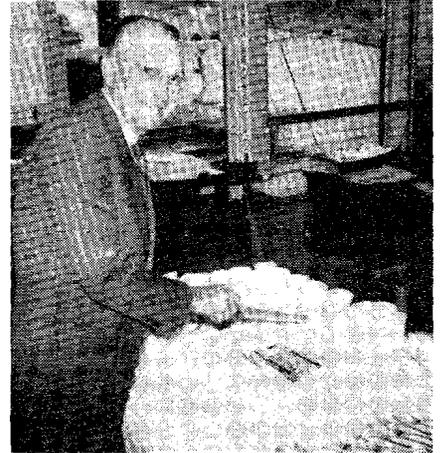
F. J. Kratschmer, Correspondent

Sympathy is extended to John Lee, day boardman, whose son, Michael W., was killed on Aug. 12 while at work in the Bethlehem Steel Company plant.

Switchman Edward Fraser recently took his family to Detroit where he picked up a new Hudson 6 Commander and drove to Boston. He then drove south through Washington, D. C., Savannah and into Mexico, returning through California and up the West Coast. The trip took about seven weeks.

Boardman Mike Herman and Switchman W. G. Kasral went on a fishing trip to the Yakima River near Easton recently and

W. L. Hubbard Retires



W. L. Hubbard cutting the testimonial cake at the retirement party held in his honor.

WALTER L. HUBBARD, general foreman of substations and trolley at Tacoma and a veteran of Lines West construction, retired on July 31 after 32 years of continuous service. Hubbard received his degree in electrical engineering from Washington State College and served an apprenticeship with a number of firms, including the General Electric Co., before joining the Milwaukee Road force as general foreman on the construction of substations in 1918. He assumed the additional duties of foreman of trolleys in 1933.

Hubbard was honored with a retirement party at which his associates presented him with a camera and a set of lawn furniture. For the present his plans focus around the maintenance of his flower garden, which is one of the show places of Tacoma's north end. Earl K. Randle, who has been substation maintenance foreman, succeeds him as general foreman.

came back with two salmon and one steel head; total weight 22 pounds.

In the January issue of the Magazine we mentioned that Machinist George Dolan of the roundhouse was the recipient of a gift certificate on a Yokohama, Japan, department store, from his son George who was in Japan at that time. George, Sr., took advantage of this certificate, and recently received a fine suit of clothes from the store.

Locomotive Fireman Anderson Conn was called to Missouri in August, having received word that his father and mother were seriously injured in an automobile accident.

Helper Ray Holmes, of the roundhouse, advises that his wife is doing nicely after a recent operation.

A. W. Kaeding, car foreman who retired on July 31, held open house on Aug. 1 at his home, 14655 Des Moines Road. Some 158 of his friends and former associates called during the day.

Yardmaster A. L. McDonald was on the

The Milwaukee Road Magazine



F. A. Chalk, veteran train dispatcher at Tacoma (second from left), gets a send-off from associates on his retirement July 31. Others in the group are, from left, Superintendent I. O'Dore, Spokane, W. L. Hubbard, general foreman substations and trolley, and L. Wylie, electrical engineer. Chalk started on the Rocky Mountain Division in 1914, transferring to Tacoma in 1932.

sick list for about seven weeks during July and August.

Russell Wilson, formerly assistant foreman in the car department at Tacoma shops, is our new car foreman at Seattle. Russell was chief clerk in the car department at Tacoma for eight years and assistant foreman for the past 28 years, so the new position should be right down his alley.

Mrs. Harry Fordyce, wife of B&B foreman, was a delegate to the Moose Lodge convention in Chicago in August. Harry took off two weeks, part of which he spent on a fishing trip. Fred Johnson of Tacoma relieved him.

Bert Roberts, P.F.I. inspector, and Albert (Sid) Howes, oil plant engineer, were recently awarded certificates for superior service, having completed the period from 1930 to 1949 without personal injury occurring to an employe under their supervision. Similar awards were presented to A. C. Brain, Cedar Falls; Louis Loutsis, Carnation; and John W. Santee, Hyak.

Byron P. Walker, retired engineer, called during August. He had just returned from a three-month trip through the Mississippi Valley and was on his way to Los Angeles on account of the illness of his son.

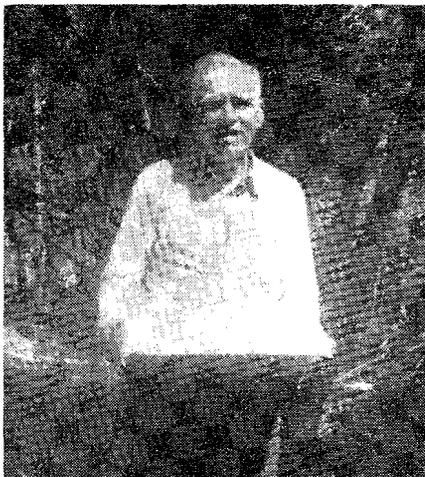
SEATTLE GENERAL OFFICES

Margaret Hickey, Correspondent

E. D. Kennedy, former chief clerk to general manager, now retired, with Mrs. Kennedy sailed Aug. 29 on the "American Mail" en route to Manila and Australia. They will make their first stop at Yokohama, remaining there for a few days and then continue on to Manila. They will be guests of their daughter and son-in-law, Mr. and Mrs. George Baldwin, until around Dec. 1 when they will go on to visit another daughter, Mrs. R. A. Jackes, and her family at Armidale, Australia, for several months.

Dean Swanson, former right of way engineer in the industrial department, was transferred to the Chicago industrial department as industrial engineer in August.

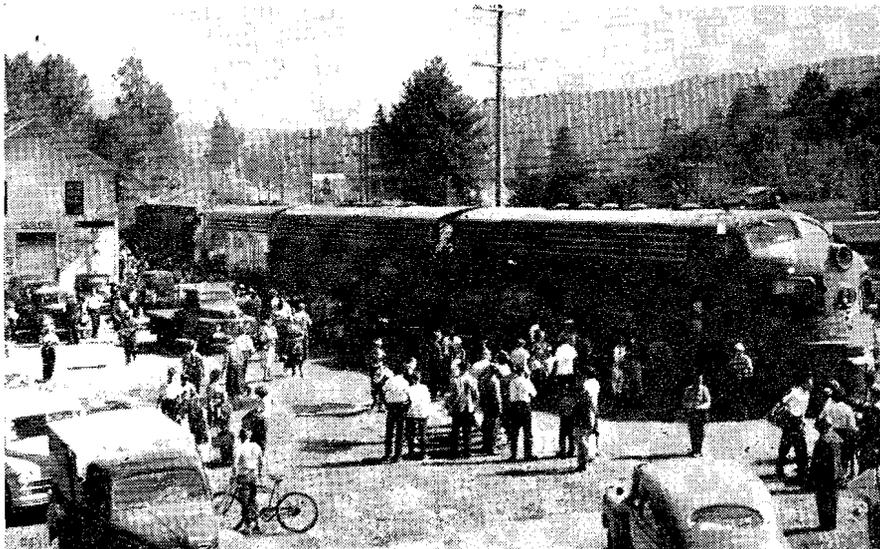
Harold Chivers, former steno-clerk in general passenger agent's office, has transferred to Tacoma as ticket clerk in the city ticket office. He was succeeded by Don Whitmer.



Jim Stamatis, retired track man of Raymond, Wash., and the honored guest at a barbecue held recently at Firdale, Wash., snapped with a "For me?" expression as he was being presented with a gift package. Forty-three of Stamatis' former fellow employes and friends attended the all-day outing.

Below: The crowd of 1,200 members of the Joint Railway Employees Association of Tacoma (Milwaukee Road, Great Northern, Northern Pacific and Union Pacific) leave a special train at Morton where their annual picnic was held in connection with the Loggers' Jubilee. Drawn by a powerful new Milwaukee Road Diesel, the train made the trip from Tacoma to Morton and return via a route over which passenger trains had not been operated in many years.

Right: With a power saw to replace the perspiration model, a pair of loggers race against time in the tree felling contest at the Loggers' Jubilee in Morton.



Mildred Romberg, secretary to industrial commissioner, and her husband flew recently to Fairbanks, Alaska, where they spent their vacation fishing and exploring.

W. Z. McElwain, claim and rate clerk in passenger department, accompanied by Mrs. McElwain and son Alan, vacationed in California and at the Grand Canyon in Colorado.

Cal Shults, former assistant chief clerk to western traffic manager, has been promoted to city freight agent, succeeding D. S. Carmichael who is now in military service.

Loren Cowling, former chief clerk in DFA's office at Tacoma, is the new city freight agent, succeeding Maurice McCarrell who transferred to the traffic department.

Kenneth Nelson, former chief clerk to General Agent Kidd, is now assistant chief clerk to western traffic manager. He was succeeded by Ed Cartwright.

William Rutherford, formerly steno to General Agent Wilson, is the new payroll accountant in traffic department. He was succeeded by Andy Windberg.

Ed Sima, assistant superintendent of work equipment, was asked by the Missoula Rose Society to judge its annual rose show, held the latter part of July. Understand he has quite a number of the Missoula rose fanciers interested in attending the Seattle Rose Show in 1951.

TERRE HAUTE DIVISION

Terre Haute District

T. I. Colwell, Correspondent

Sympathy is extended to the family of Conductor Jack E. Kelsey who passed away suddenly on Aug. 4.

Operator Albert C. Dressler was accepted into the Air Force early in August and reported for duty on the 24th.

George Lundwall retired on Aug. 1 after more than 34 years with the Road. He entered service as a yard clerk at West Clinton on Jan. 12, 1916. Since then he has served on various other clerical positions, also as yardmaster, and for the past five years as chief clerk in the Terre Haute freight office. He has many friends, old and new, who wish him many happy leisure years. He was presented with a traveling bag by fellow employes in the freight office and freight house.

Homer McCown was the successful bidder on the position made vacant by the retirement of George Lundwall. Homer recently came to the Terre Haute freight house from the West Clinton yard office.

The changes at the Terre Haute freight house resulted in Sam Whitaker returning to work after being away from the railroad for several years.

Conductor Onie Stalcup retired on Aug. 1. We wish him many long and happy years of retirement.

Lineman Caump, Terre Haute, has ac-

cepted a position in Milwaukee and expects to report on his new job in September. His work there will be in connection with the maintenance of teletype machines.

Due to the retirement of Division Storekeeper Charles W. Pearce, the following store department promotions became effective Aug. 1: Harold Patton, storekeeper at West Clinton, to division storekeeper; Stockman Walter C. Glass, promoted to storekeeper at West Clinton, replacing Mr. Patton; Leo Maitlen promoted to stockman at Terre Haute, vice Mr. Glass. Pending assignment, the position of assistant to stockman is being filled by D. H. Isgrig.

Some of the employees in and around Terre Haute taking long distance vacations are as follows: Engineer Walter Alexander and wife to Birmingham, Ala.; W. O. Cartwright, maintenance of way employe, to Prescott, Ariz.; Conductor Bernard B. Dennison and wife to Freeport, Me.; Zack Elliott, retired conductor, and family to Kittanning, Pa.; Conductor O. S. Hadden and wife to Tucumcari, N. M.; Conductor Harley Taylor and wife and Mrs. Joseph G. Taylor to Los Angeles; Mrs. E. W. Bevington to Denver, Colo.; Mrs. Matt Frost to Somerset, Ky.; Mildred and Jane McGrew to Mitchell, S. D.; Mrs. Ray Sims to Biloxi, Miss.; Mrs. Dave Thurman to Dallas, Tex.; Mrs. Harley A. Smith to New York.

Sympathy is extended to Division Storekeeper Harold Patton in the death of his mother at Bedford, Ind., in August.

CHICAGO GENERAL OFFICES

Auditor of Expenditures' Office

Dan Boyle, Correspondent

Mike Panek, of the sixth floor bill and voucher bureau, is the proud owner of a new Dodge, while Mary Jane Schwachtze has been installed behind the wheel of a nice little Ford. It's rumored that Bill Stegman has a new Ford, too.

Those two "pals forever," Trudy and Loretta of the typing bureau, do everything together. Trudy said "I do" at St. Hedwig's on Aug. 19 to make it Mr. and Mrs. Harry Testis, while Loretta and Kenneth Krauth plan similar action at the same place on Sept. 16.

Frances Madonia, formerly of the typing bureau, paid us a visit on Aug. 31, bringing her son with her. Herb Stark, of Milwaukee, was also seen around 2423 Southport recently.

Hortense Germain, of the "comp" bureau,



Mr. and Mrs. Charles K. Pulse of Cincinnati pictured after their marriage in Chicago on Aug. 5. The bride is the former Harriet Kennedy of the auditor of expenditure's force. Details are reported in the Chicago General Office news.

Accounting Department Honors W. Kruckstein



Dinner table scene at the retirement party. Mr. Kruckstein, the honored guest, is seated at the right. Others facing the camera are, from left: A. M. Dryer, auditor of passenger accounts; F. H. Jeffrey, treasurer; R. S. Stephenson, comptroller; Mrs. Kruckstein; and J. W. Severs, vice president, finance and accounting.

W. KRUCKSTEIN, general auditor, Chicago, was honored on the eve of his retirement with a dinner held Aug. 24 in the dining room of the Fullerton Avenue office building. The attendance included J. W. Severs, vice president, finance and accounting, as master of ceremonies; R. S. Stephenson, comptroller; F. H. Jeffrey, treasurer; Mrs. Kruckstein and son Bill, a Milwaukee Road tax accountant; and some 80 accounting department associates.

Congratulatory speeches were made by company officials and friends, and the group was entertained by a trio of musicians. Mr. Kruckstein was presented with a television console.

planned a nice trip around Duluth but somehow her vacation plans went awry and the last part was spent back in our own Windy City with her name on the sick list.

Mr. Montgomery ("Monty") was hospitalized recently for an operation. Last report is that he's back home and doing swell.

Gladys Mayne, who left here as Gladys Isberner, has returned to our "comp" bureau while she waits for her ever-loving spouse to complete his sea duty.

Henry Zimpelmann, U.S.A.A.R., was the first of our office to be called to duty. He reports on Sept. 22 at Chanute Field. After serving four years in the last war, it looks like he is needed again. Before leaving he presented Sue Pullman, of the "comp" bureau, with a diamond ring.

Romance again found its way into the Fullerton Avenue building with our Harriet Kennedy as the target. Harriet has held the position of chief file clerk in the auditor of expenditures' office since August, 1918, having started in the old auditor of material accounts office which was consolidated with the auditor of expenditures' force in 1919. As a graduate of the Illinois School of Filing she set up the filing systems in all of the Fullerton Avenue offices and in 1932 installed the systems in the district accounting offices in Milwaukee and Minne-

apolis. When the Women's Club was organized in 1925 she became a charter member and has since served on the general governing board and in many offices for Fullerton Avenue Chapter. Along with her other activities, in recent years she organized the Royal Travel Agency whose business she conducts in the evenings and on weekends—being an extensive traveler, her advice has been very helpful to others. We all wish Harriet the best of happiness in her marriage to Charles K. Pulse which was solemnized at St. Chrysostom's Episcopal Church on Aug. 5. They will reside in Cincinnati, where Mr. Pulse is an attorney.

In 1930 Mr. Kruckstein was appointed to the committee on passenger accounts of the Railway Accounting Officers Association and continued as a member for 20 years. During the 1933-34 term he served as chairman of the committee.

Freight Claim Department

Freight Claim Department

Palmer G. Lykken, Correspondent

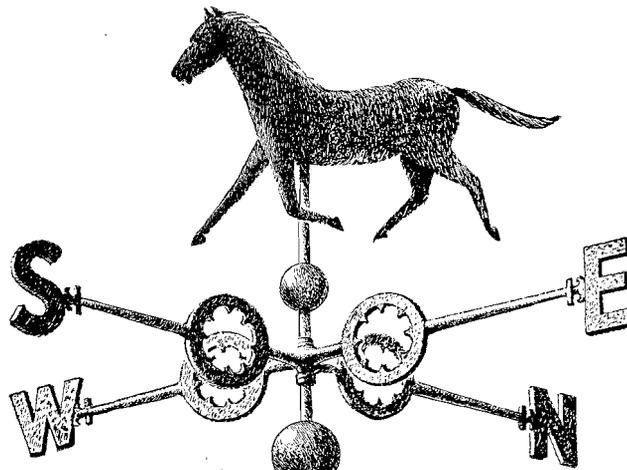
On Aug. 17 R. E. Abrams, former D.F.C.A. at Milwaukee who retired July 31, celebrated his birthday in Milwaukee at the Moose Club. Included among the many friends who gathered there were the following former fellow employes and their wives: Mr. and Mrs. Jay Goodenough, Mr. and Mrs. Fred Brodhagen, Joe Harrington, Carl Larson, John Hamm, Vincent Hunt and F. B. McClintock.

Rudy and Doris Levey are the very

The Milwaukee Road Magazine

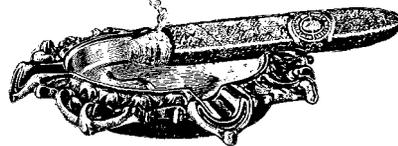
Old Faithful

The old weather vane on the gable was as reliable as the Old Timer's cherished Dutch Masters Cigar. And, though the town's skyline silhouettes more television antennae than weather vanes these days, Dutch Masters is still and always the same rich, pleasurable smoke.



Dutch Masters Cigars

2 for 25¢ and up



proud parents of a baby boy born Aug. 12 at the Michael Reese Hospital.

Recently promoted here were Mal Spurling, F. B. McClintock, John Hamm, Fred Brodhagen, William Stewart, Carl Larson, Lawrence Larson, Rudy Levey, Kenneth French, El Kuehn, Herman Grell, William Thomas, Carl Rank, Palmer Lykken, Ralph Burton, Robert Hall, Howard Balow, Bud Bloethner, Len Palla, John Kuptz, Jim Ebeling, Jim Dietz, John Walsh, Ed Jensen and Jack Mathiesen.

Marilyn Lundgren became the bride of Anthony Damico on Sept. 2 at Our Lady of Grace Church, Chicago.

Clarence Johnson, Fred Westlund and Marian Hunt spent their recent vacations in Michigan. Anna Nasheim toured Canada and was much impressed by the railroad strike up there. Why? The railroad hotels closed, too; no sleep! Mary Toporek and Bea Chalupka visited Milwaukee and among other things toured the Schlitz Brewing Company plant. Mr. and Mrs. Elmer George visited New York and Pennsylvania. Niagara Falls was the big stop.

Richard Westerlind stopped off at Bass Lake, Ind., and assisted in catching a bull carp approximately three feet long. It has been stuffed so everyone can see.

Bad officials are elected by good citizens who do not vote.

—George Jean Nathan.

Freight Auditor's Office

J. A. Strohmeier, Correspondent

Harry Wallace, rate revising bureau, brought back from his Florida leave of absence and vacation (he and daughter Sharon had a wonderful time) some of those Cuban-like sport shirts to light up the office. He also enjoyed a visit with Russell Liebelt, former freight auditor office employe, now living in Miami.

John Orłowski, review bureau, reported a grand time with family on his recent vacation at Miami, Fla.; says most fun was deep sea fishing and that he caught more than a dozen dolphin.

From machine accounting bureau, Rose Bonfiglio took a furlough Aug. 24 to await a blessed event.

Walt Hammel, review bureau, spent a week's vacation visiting relatives on farm near Merrill, Wis. Ask him all about farm machinery, crops, harvesting of potatoes, and such. Now, he says, he knows they don't just come from the grocery.

Corine Black of the waybill filing bureau is to be married Sept. 9.

Madelyn Bingham, waybill filing bureau, is convalescing at home after undergoing surgery at Columbus Memorial Hospital; Says to tell everyone she is grateful for "get well" cards, and so on.

Carylin Hartl, of switching bureau, is on vacation. Last seen of her, she was headed west in her coupe.

No report as yet from R. "Frosty" Peters, interline bureau, on vacation who started for Red Granite, Wis., by auto with an outboard motor boat on top, along with strange ideas and the latest in fish lure.

Anna Biedenhorn, waybill filing bureau, is displaying a beautiful engagement ring she received from Lester Lamb on Aug. 24.

William Prehler and family did much fishing and swimming on a recent vacation near Sturgeon Bay, Wis. Mrs. Prehler caught the biggest fish, a black bass.

Office of Auditor of Passenger Accounts

Bill Tidd, Correspondent

We extend our very best wishes to W. Kruckstein, general auditor, on his retirement. We feel his leaving is our personal loss since he was our "boss" for so many years.

Helen Kuedde celebrated 30 years of service recently and was the recipient of many beautiful gifts.

Mary Jones and her twin Margaret have bought a new home and are moving everything new into it.

A welcome back to Roy (Chu Chu) Schiffer and Frank Kuss.

Stella Murphy, Mary Kelly and Elmore Martelle are touring Europe.

Vacations are still going strong. Flo Hurless spent hers in South Bend, Art Baum-

Still Greater
PROTECTION
 for CARS and LADING

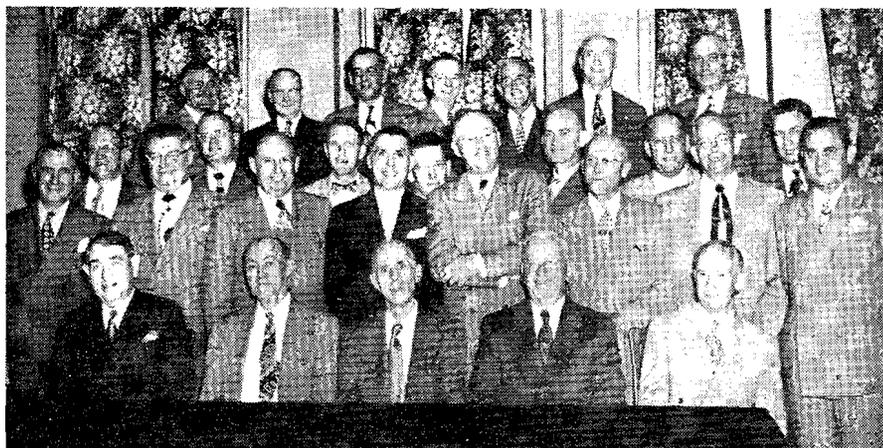
CARDWELL WESTINGHOUSE
 FRICTION DRAFT GEARS

to absorb vertical shocks

CARDWELL FRICTION BOLSTER
 SPRINGS

to absorb vertical shocks

•
 CARDWELL WESTINGHOUSE CO.
 CHICAGO
 CANADIAN CARDWELL CO., LTD.
 MONTREAL



A part of the auditor of station accounts and overcharge claims force in Chicago who honored five veteran fellow employes with a retirement dinner in the Fuller-ton Avenue office building on July 24. The honored employes, seated in the fore-ground, are, from left: Traveling Auditors F. W. Covnick, P. J. Kirwan, A. R. Calvin and A. H. Wagley, and Demurrage Inspector Arch Woodward. The attendance included company officials, members of the supervisory force and traveling repre-sentatives and demurrage inspectors.

**EDWARD KEOGH
 PRINTING COMPANY**

*Printers and
 Planographers*

732-738 W. Van Buren St.

Phone: Franklin 0925

Chicago, Illinois

PROMPT AND EFFICIENT SERVICE

gartner and family saw Chicago, Bob Ri-naldi tried his luck in Reno. Putnam and family went to Superior, Wis., Fred Ditt-man and family visited Buffalo, N.Y., Jack Stowell and wife toured the western states, Ruby Dunaven toured California, and Kitty McCants and son toured Colorado and Cali-fornia.

Cele Koob has returned after an absence of two months due to an operation.

**Office of Auditor
 of Equipment Accounts**

Harry M. Trickett, Correspondent

Best wishes for a bon voyage and an orchid were presented Aug. 17 to Viola Asa who sailed Aug. 19 from New York on the S.S. Mauretania for Le Havre, France, with the 16th annual Little Flower Pilgrimage arranged by the Carmelite Fathers for the 1950 Holy Year observance in Rome. Viola will travel through 11 European countries, returning on S. S. Britannic Oct. 7.

Bridal showers were given for Violet Wickman who was married to Robert Engle-hardt on Aug. 5; for Joan Schauer who teamed up with Harold Stark on Aug. 12; and for Lee Anne Martin, united in marriage to Charles Infantino on Sept. 2.

Irven (Pete) Steger sustained a broken leg on Aug. 19 and is now going about in a cast.

Edward Hopke, who worked in our office at night, has taken a leave of absence for six months.

We introduce our new office boy, Fred Meier, who started Aug. 15.

MILWAUKEE TERMINALS

Fowler Street Station

Pearl Freund, Correspondent

Very encouraging reports have come in regarding our two sick boys, George Bergeler and Henry Miotke. George underwent sur-gery at Columbia Hospital and will soon be around again. Henry is convalescing at home.

Ed Franzen, who was ill for some time, is up and well again and will welcome visits from his old friends. He is at St. Camillus Home on Blue Mound Road.

With our young men being called into active service we are increasingly aware that another war is really in progress. Kenneth Stelzel, of the Marine Corps Reserve, will report for duty on the west coast. He is a veteran of World War II, with two years of foreign service and a total of five and a half years. He has recently been employed as a yard clerk in the various districts. A high-light of Sergeant Stelzel's departure was his engagement to Miss Carolyn Gretza, clerk at Fowler Street.

Ft. Sill, Okla., has claimed reserves John Brower, rate clerk at the general office, William Cary, disposition clerk at Muskego yard, and Eugene Cary, relief yard clerk at the PM dock. John served 22 months overseas in the last war and was a corporal at the time of his discharge. William Cary, a captain, is also a veteran of World War II. Eugene joined the reserves just recently and received his training at Camp McCoy.

**Present Day
 SAFETY Requirements
 DEMAND the Best
 Equipment**

**LAKESIDE
 FUSEES**

**Fill the Bill
 SAFE DEPENDABLE EFFICIENT**

**LAKESIDE RAILWAY
 FUSEE COMPANY
 Beloit, Wisconsin**

We mine the coal we sell.

**DEEP VEIN
 AND
 BLACKHAWK COALS**



Organized 1903
**WE SPECIALIZE
 IN
 STOKER PREPARATIONS**

DEEP VEIN COAL COMPANY

111 North 7th Street
 Terre Haute, Ind.

28 East Jackson Blvd.
 Chicago, Ill.

Circle Tower
 Indianapolis, Ind.

Jack Hanus, yard clerk at Reed Street, is a new father. He reports the arrival of a baby daughter, Linda Lee, on Aug. 24.

The Albert Stollenwerks are the parents of a baby girl, Mary Ellen, born Aug. 11. She is the first daughter in the Stollenwerk household, which is now dominated by four boys.

Conductor Henry L. Roessger died Aug. 13 at a Milwaukee hospital after an illness of several months. He had been employed by the Road for 32 years, the last 25 as conductor on the Chicago-Milwaukee run. He was the brother of George Roessger, chief clerk at Fowler Street, Fred Roessger, rate clerk at Fowler, and William Roessger, chief yard clerk at Menominee Belt. His wife, mother, and three sisters also survive.

George Dietrich is back from his vacation trek to Cleveland.

Ted Wojtasiak is back from Antigo with a little dark shrubbery on his upper lip. That wonderful Antigo air must be good for the beards as well as the potatoes.

Earl Arndt toured Washington, Oregon and California with his family recently.

Chestnut St., North Milwaukee and North Avenue

Dick Steuer, Correspondent

Up North Milwaukee way, we have been informed via the bulletin board, two new positions have been assigned to employees well known in these parts. Miss Betty Metschl was top bidder on the newly authorized clerical position at that station, and Ed "Lefty" Eckhart was top man for the



George R. Gaines, train auditor (left), who retired July 31, is shown here being congratulated by A. M. Dryer, auditor of passenger accounts, at headquarters in Chicago. Gaines started railroading with the CRI&P in 1909. He had been with the Milwaukee since Jan. 2, 1923.



Florence Zydell of the freight auditor's force in Chicago, a bride-to-be, is shown here surrounded by co-workers who arranged a farewell celebration for her on Aug. 23. Standing, from left: Bernice Kobialko, Vickey Haagestraat, Helen Barth, Mary Cianci, Shirley Crement, Rose Bonfiglio, Sayde Domek, Mary Kunz and Terry Thomas. As Mrs. Carl Carlson, Florence will make her home in Buffalo, N. Y.

new yard clerk post at the American Can Company.

At Chestnut Street Larry Janus has left his duties as assistant to Cashier Max Woelfl for a clerical post in the general office.

Another new position, that of chief yard clerk at Gibson station, has been assigned to Ernie "Shmoo" Reinhardt. Ernie is the "outside" man in the mornings when he takes track list of the Port yard, and the "inside" man in the afternoons, when he handles the average agreements for firms in the Gibson district. His yard clerk duties have been assigned to E. (Tommy) Lundstrom.

Two other positions at Chestnut Street have been filled by Mary Ann Starcevic and Pat Daly. Mary Ann will assist Cashier Woelfl and take care of the interchange reports, while Pat will check the incoming transfers and issue the arrival notices for the breweries. Handling duties as vacation relief clerk is Don Frank.

Demurrage Adjuster Harvey Corbett became a grandpa on Aug. 11. The new arrival is named Clyde John. The parents are the Ernie Fabrizios.

Some fishing was attempted by Bob Owsley recently at Big Spring, Wis., and by "Lefty" Eckhart at Little St. Germain Lake. Other vacationists included Bette Whitford, at Minneapolis; Max Woelfl, Silver Lake; and Frank Vail, Minneapolis.

Frank Newhauser, relief man, is still on our sick list. He will be glad to see visitors.

H & D DIVISION

East H & D

Martha Moehring, Correspondent

Chief Dispatcher Wayne Smith is receiving the congratulations of the Monte gang on the arrival of little Mary Kathleen. Mary's big sister Linda is a busy girl, what with starting to school for the first time this fall and watching the baby when she's home.

Dispatcher Warren Mayer and Operator Bea Jordahl have decided that two can live cheaper than one so they have set up housekeeping after their recent marriage.

We recently lost two of our well known rails. Bert Ramsey, retired engineer, passed away after a long illness and Conductor Sig Lofdahl died suddenly, just a week after the death of Mrs. Lofdahl.

Brakeman J. P. Oleson hopes things calm down at his house and stay that way. His son Donnie, who has been freight house messenger in Minneapolis, announced recently that he had joined the Marines, and on the same day son Dennis had to have an emergency appendectomy.

Fireman Jack Spangenberg is now at Marine camp at Oceanside, Calif.

Roy Dahms, new district safety engineer, came around to get acquainted recently.

Gerald Weis is now a full fledged dispatcher and recently made his "maiden trip" on the Montevideo board.

WEST COAST WOOD PRESERVING CO.

["Streamlined" service in preserving ties and structural timbers for a "Streamlined" Road.]

Office: 1118-4th Avenue, Seattle 1, Wash. ♦ Plants: Eagle Harbor and West Seattle

New brakemen on the H&D this fall are Millard Bagaus, John Lundquist, Don Holm, Juel Martinson and Paul Agre.

Engineer Bill Hasleau recently spent a few days at Becida, Minn., visiting with the Bill Basemans. His main reason for going up was to see if he could get relief for his hay fever and rest his sneezing apparatus. Train Director Pat Maloney and Bill have made up a noisy duo around the yard office, but it'll all be over come the first frost.

A letter from P. W. Anderson, former traveling engineer, states that there are 48

men in the Diesel instruction class he is attending at La Grange, Ill., and that they all stick up for their own railroad, so conversation is never dull.

Middle H & D

R. F. Huger, Correspondent

Sympathy is extended to the family of Conductor Sig Lofdahl who passed away recently.

Trainmaster M. T. Sevedge has left for his new position in Milwaukee. R. W. "Bob" Reidl is taking over the position of trainmaster. Bob is a local boy.

Congratulations are extended to Mr. and Mrs. Warren Mayer upon their recent marriage. Mrs. Mayer is the former Bea Jordahl, operator on the H&D. Warren is dispatcher at Montevideo.

Train Dispatcher E. J. Albrecht, Aberdeen, recently broke a knee cap playing diamond ball. We are glad to report that he is back on the job.

Dispatcher L. E. Larson and wife are taking an extended vacation in the vicinity of Seattle. Chief Clerk Harry Generau, Aberdeen, is also on vacation in Seattle and Spokane area.

Operator C. H. Anderson and wife, Aberdeen, are on a vacation, taking in the sights of Chicago and probably Wrigley Field.

M. D. Rue has replaced Mark Rasdall as stock yard foreman. Mark retired recently after many years of loyal service.

To me, old age is always fifteen years older than I am.—Bernard M. Baruch.

MILWAUKEE SHOPS

Car Department—Office and Shop Superintendent

Vincent O. Freihoefer, Correspondent

Herman Deuter, tinsmith, retired on Aug. 1 at the age of 73 after 39 years of faithful service. Also on the retired list is Carpenter Harry Achterberg, who retired on Sept. 1, at the age of 65, of which 40 years were devoted to his duties here at the shops. Harry extends a cordial invitation to his former co-workers to visit him at the home which he has purchased at Lake Big St. Germaine. There is one catch though, boys. He says, "Don't forget your overalls, and be ready to work."



H. Deuter

James "Scotty" Walker, assistant cabinetmaker foreman, captained the lawn bowling team at Lake Park which won the Whitehead trophy on Aug. 27. The trophy was donated by the Falk Corporation in memory of one of their supervisors, Robert Whitehead, who was an enthusiastic lawn bowler. It is played for annually by teams from the Falk Corporation and Lake Park Lawn Bowling Association. "Scotty" has won many other trophies and medals in lawn bowling in past years and welcomes anyone to his home to look them over.

The Shops are extra busy these days account of the resumption of the new car building program. Happy days are here again, for many of the fellows who were on the layoff list have been called back to work.

On Saturday morning, Sept. 2, a special train carrying a delegation of rail fans, sponsored by "Trains" magazine, pulled in on track 2, Merrill Park, and from there made a tour of the shops under the escort of shop supervisors. All fans left with a better knowledge of what makes a large railroad like ours "tick".

Veterans! don't forget the 19th reunion which will be held in Minneapolis Sept. 30, at Hotel Nicolle. Here's your chance to get together with your fellow "old timers".

Loran Berg, carman apprentice, was married to Ruby Ehrlichman on Aug. 7.

Willard Kuehl, blacksmith, was especially proud on Aug. 11 as that was the day he became the father of a seven pound-twelve ounce boy—name, Dennis Richard.

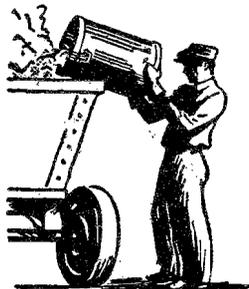
THE *Nalco* SYSTEM RAILROAD WATER TREATMENT

Chemicals • Equipment
Blowdown Systems
Laboratory Analyses
Testing Kits • Field Service
Research • Surveys

NATIONAL ALUMINATE CORP.
6216 West 66th Place • Chicago 38, Illinois

UNION REFRIGERATOR TRANSIT LINES

4206 N. Green Bay Ave.,
Milwaukee 12, Wisconsin



TRY GLENDORA the next time you order coal

The ASHMAN could tell you who uses the *Best Coal*

When the chimney belches black, sticky smoke, and several tubs of ashes are set out every week, it's a certainty that GLENDORA—"The Wonder Coal" is NOT being used.

GLENDORA burns clean and hot and leaves only a fine white ash. No troublesome clinkers; easy on furnaces and grates; won't crumble, less dust.

STERLING-MIDLAND COAL CO.

GLENDORA

The Wonder Coal
ORIGINATING ON THE MILWAUKEE ROAD

8 So. Michigan Ave., Chicago



Nick Urmanski, retired store department chauffeur of Milwaukee Shops, and Mrs. Urmanski are shown here enjoying the ocean breezes at Long Beach, Calif., during a recent six and a half-month tour of the western states and Mexico.

Veteran Cabinetmaker Stanley Tylinski died Aug. 2 as the result of head and back injuries received July 15 in an automobile accident. Blacksmith Helper Elmer Bubolz died on Aug. 15, Blacksmith Helper John C. Smith on Aug. 20, and Matt Goletz, retired blacksmith, on Aug. 2.

The following employees received promotions during August: A. E. Tellefsen, now general foreman of foundry and pattern shop; H. Niver, now cabinetmaker and wood mill foreman; Clifford Rammelt, now assistant wood mill foreman; S. Galewicz, R. Burr and V. Waterworth, now freight car foremen; and G. Schram, J. Woldanski and E. Becker, now assistant freight car foremen.

Ray Duman, clerk in the freight shop office, claims to be quite an auto mechanic. Part of his recent vacation was spent overhauling his car, the rest on the beach at Port Washington.

Alice Nelson, clerk in the freight shop office, spent her vacation in California during August.

George Rosplock, welder in the freight shop, finally made that trip to Mexico City where he visited his brother who is general manager for the Westinghouse Company.

Marty Makoutz, blacksmith, with his newly purchased car, a Milwaukee Journal travel guide map, and guide broke in said car by taking a trip to Devil's Lake State Park.

Locomotive Department

Leone Schneider, Correspondent

A retirement dinner was held recently at the Ambassador Hotel for Mechanical Inspector Michael P. Hannon, Roundhouse Foreman Ernest F. Muster and General Foreman of Foundry Oris C. Finley. Many of their friends were on hand to wish them the best and to present them with a gift.

Wedding bells rang recently for Jean Brunette and Edward Starrett, two very nice people. Jean is the daughter of Foundry Molder James Brunette and niece of Foundry Molder Dominic Brunette. Husband Ed is a wheel molder helper in the foundry.

September, 1950

Always the finest

YOU'VE often heard a friend say, "sure my Hamilton is as fine a watch today as it was when I first went into railroad service 30 years ago." Through the years *only* Hamilton has maintained this recognized position of leadership—has constantly outsold all other railroad watches.

The famous Hamilton 992B—the watch of railroad accuracy—has *not one* but every outstanding point of superiority. The Elinvar Extra

hairspring, the Dynavar mainspring*, the one-piece Aurium balance wheel are just three of the many laboratory-developed, experience-proved features found *only* in Hamilton watches. These extremely accurate railroad timepieces are fully adjusted, anti-magnetic, rust-resisting—true in all temperatures.

Make sure you have "the finest of all" in your pocket—a Hamilton 992B.

HAMILTON WATCH COMPANY • LANCASTER, PA.

HAMILTON
The Watch of Railroad Accuracy

* Hamilton's new million dollar Engineering Research Laboratory, the largest in the watch industry, has recently perfected Dynavar, the most powerful, longest-lasting, rust-proof mainspring available to insure you against mainspring failure.

Time Is Our Business

CHAS. H. BERN

Union Station Bldg. Chicago, Illinois

MILTON J. HEEGN

29 E. Madison Street Chicago, Illinois

H. HAMMERSMITH

332 W. Wisconsin Ave.
Milwaukee, Wis.

Official Watch Inspectors
for

The **MILWAUKEE ROAD**

Specialists in railroad watches, fine jewelry and personal gift items.

Always at Your Service



DIESEL LOCOMOTIVES

for

PASSENGER, FREIGHT
AND SWITCHING SERVICE

IN SERVICE ON OVER 60 RAILROADS

ELECTRO-MOTIVE DIVISION

GENERAL MOTORS CORPORATION
LA GRANGE, ILLINOIS, U. S. A.



Honored guests at the retirement party held by store department employes at Milwaukee Shops on Aug. 2. Seated, left to right: John Waldman, Sr., Mrs. Louise McEvoy and James J. Kozourek. Standing: D. H. Phebus, general storekeeper (left), who was speaker of the evening, and District Storekeeper L. V. Schwartz, master of ceremonies. Details are reported in the store department news.

The love bug finally bit Foundry Machinist Helper Larry Chojnacki who was married to Marie Mikulski when they decided that two can live as cheaply as one.

Foundry Laborer Jessie James Bey proposed recently to a certain lady and got the answer he was waiting to hear.

A. E. Tellefsen has been appointed general foreman of the foundry and pattern shop. He is back on his old stamping ground in the foundry.

Louis Bednar, clerk in the S.M.P. office, increased his family recently when daughter Mary Ann presented him with a son-in-law, John Callan. Another daughter, Rita, was the maid of honor at the wedding. The reception was held at the North Avenue freight house.

"Persons who urge greater dependence upon the federal treasury are more dangerous to our form of government than any external threat."
—General "Ike" Eisenhower

Coach Yard

Richard Flechsig, Jr., Correspondent

Congratulations are extended to Gilbert Sestouth who recently was brave enough to say "I do".

Congratulations are also in order for Sim Porter who recently became the father of a baby girl.

Marlin Weishaar, one of last year's bowlers, says that he has been bowling all summer and in good shape for the coming season. We'll have to watch this big boy.

Sympathy is extended to Nick Esser whose wife passed away recently.

With the bowling season about to get under way, it's a good bet that Ed Berndt will be looking for a few bowlers.

We extend sympathy to Philip Stetzbach whose wife passed away recently after a long illness.

Store Department

Earl L. Solverson, Correspondent

The store department honored three of its veterans with a retirement party held on Aug. 2 at the Milshore Club, Holton Street and Capital Drive; attended by 103 employes, former employes, relatives and friends. The guests of honor were John Waldman, Sr., stationery storekeeper with 42 years of service; Louise McEvoy, timekeeper, with 32 years of service; and James J. Kozourek, chief invoice clerk, with 49 years of service. Each of the retiring employes was presented with a Savings Bond, plus a hand-made wooden book cover with the names of well wishing friends. All enjoyed a fine dinner, with entertainment by the Milwaukee Police Quartet and the Schlitz Frauenfelders, followed by dancing with music by the Jung Orchestra. Many of the Waldman kin and members of the McEvoy and Kozourek families were present; also, Mr. and Mrs. John A. Bell of the Sentinel Binder Company, and Mr. and Mrs. Schumacher of the Siefert & Baum Stationery Company. We were glad to see so many former employes from Milwaukee, Chicago, and from other departments at this event. Arthur F. Metzen, chairman of the arrange-

ments committee, burned the midnight oil at home to arrange the details, with the assistance of co-chairmen Gilbert O. Leack and E. L. Solverson.

Reburial services were held on Aug. 25 for 1st. Lt. Robert H. Roseland at the National Cemetery at Rock Island, Ill. He was the former husband of Mrs. Elizabeth Powalisz. Lieutenant Roseland was shot down over Manchuria on Dec. 7, 1944, while a navigator on a B-29. Eight other crew members lost their lives on the mission, with only one survivor.

A recent letter from August K. Kosiboski, 82, states that he is feeling well. He resides with his daughter in Manistee, Mich.

Legionnaires and war veterans can enjoy a wonderful two-week tour on the Badger Special to the American Legion national convention in Los Angeles. The train leaves Milwaukee on Oct. 2 with stops at the Grand Canyon and San Diego, with six days in Los Angeles. On the return trip it will stop at Denver, arriving in Milwaukee Oct. 15. Secure literature from Dept. Adj. Jack Spore, 794 N. Jefferson Street, Milwaukee 2. Railroad passes will be honored.

Assistant Stockman Peter Klisanic spent his recent vacation on a farm near Marion and Clintonville, Wis., getting acquainted with the stock and doing farm chores. Says he prefers railroading, except for the income from farming.

Frank J. Brewa of the upper main store, with his wife and daughter Audrey, spent a week's vacation recently on a farm near Wausau, Wis. Frank tried his hand at cutting hay, operating the hay rack, filled in as a thresher, filled the silo, and he and his wife assisted in laying field stones for a barn floor. They enjoyed a "nice rest".

I & D DIVISION

Karen B. Rugee, Division Editor

Percy Geelhart and family have returned from a visit with Percy's parents and four sisters at Roundup, Mont. They drove to Minneapolis and made the balance of the trip by train.

Conductor William G. Schrader couldn't

be home to celebrate his birthday but Mrs. Schrader and four small boys saw to it that he had a birthday party anyway. They drove to Algona and boarded train 22, and the birthday party was held in the dining car en route to Mason City, complete with cake and all the trimmings.

Judy Hogan has been appointed roadmaster's clerk at Mason City. Richard Lyons succeeds her as file clerk in the superintendent's office.

Mr. and Mrs. J. P. Hogan have received word from their son, Gordon, that he is in the hospital in Japan following several weeks in the Korean Theater. He was hospitalized due to illness contracted in Korea and expects to be returned to the United States.

Sanborn-Rapid City

Albert J. Gall, Correspondent

Agent G. L. Abbott, Plankinton, is on his vacation. P. G. Estee is working in his place.

The Cliff Evers family of Mitchell is vacationing in the Black Hills and Wyoming. I suppose Cliff will play golf on all of the courses along the way.

Storekeeper C. M. Morgan spent his recent vacation with his mother in California.

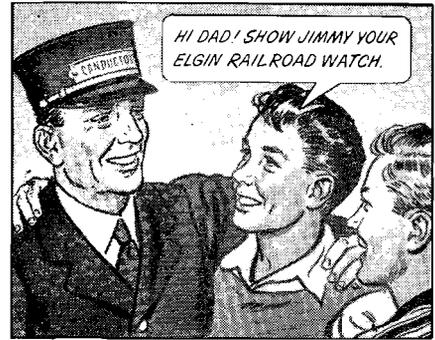
The sons of Engineer Carl Hubert and of Steam Fitter Otto Shindler have joined the Navy.

Sympathy is extended to Engineer Fred Harges whose mother passed away recently.

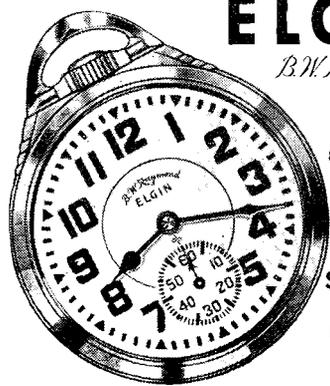
Robert Paullin, retired, and wife have returned from a vacation trip out to the west coast. They stopped at Avery, Idaho, to visit with the Roy Peterson family, Roy now being the roundhouse foreman at Avery.

R. R. Miner, dispatcher at Canton, has been called back into the Armed Service.

Mrs. Fred A. Soop, president of Sanborn (La.) Chapter of the Women's Club, reports that Agent Jimmy Burns who is building a new home in Sanborn got an unexpected lift recently from fellow employees. The B&B crew which happened to be in Sanborn when he was preparing



The **BEST BUY** and the fastest-selling railroad watch in America



ELGIN
B.W. Raymond

21 jewels
8 adjustments to position, temperature and isochronism. Heavy gold-filled case

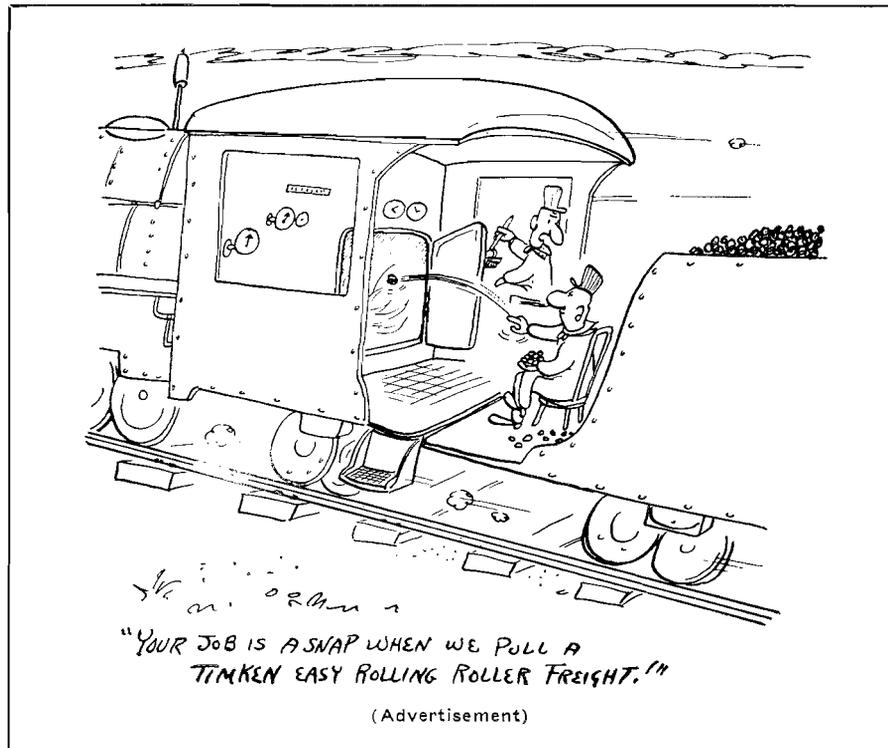
\$71.50

Incl. Fed. Tax

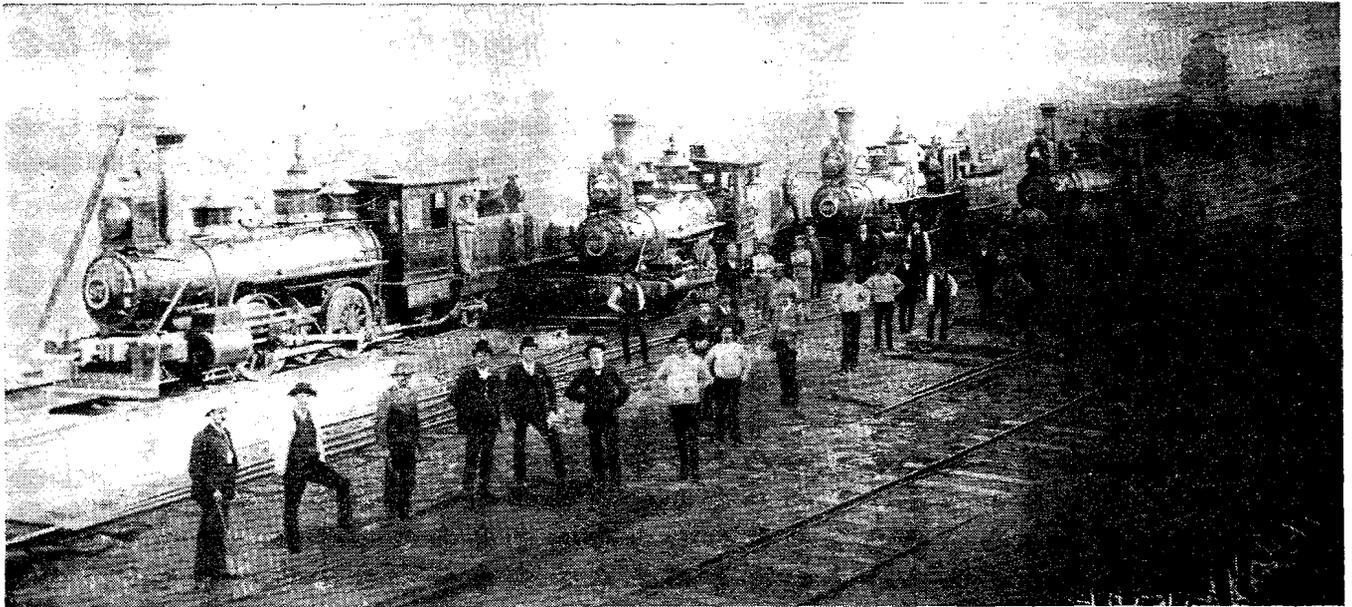
ELGIN GUARANTEES THE DURAPOWER MAINSPRING* WILL NEVER, NEVER BREAK

If any DuraPower Mainspring should ever break in service it will be replaced without charge to the owner of the watch, by any Elgin jeweler or the Elgin National Watch Co.

*Made of "Elgiloy" metal. Patent pending.



(Advertisement)



KNOW ANYONE HERE? If you do, it will mean reaching pretty far back, as the picture was taken in the LaCrosse yard in 1887. The original belongs to L. F. Donald, vice president—operations.

the foundation, pitched in and helped pour the concrete for the forms. "Typical of the friendly cooperation among Milwaukee Road people," commented Mrs. Soop.

Sioux Falls Line

V. L. West, Correspondent

Switchman and Mrs. A. J. Spencer have moved into their new home and are very pleased with it.

L. F. West and family went to Tacoma, Wash., recently to visit their son Don and family who showed them a lot of Washington in a very short time.

Ed Johnston, while visiting Chicago, saw nine National League baseball games.

Operator Don Decker is sporting a new Kaiser.

Mr. and Mrs. Jack Horstman have been busy entertaining their daughter and family from San Diego; also their son and his family.

Car Foreman George Woods, Jr., and family recently visited his folks at Austin, Minn., then both families went to Butte, Mont., and returned via the Black Hills.

Pete McManigal, checker, will be traveling soon through Iowa and Wisconsin, finishing up in Minnesota for some fishing.

Robert M. Baker is the new son of Mrs. Baker of New York City, which makes Coach Cleaner Mrs. Deneen a grandmother.

You get goofy about a hobby to prevent going nuts about something else.

Second District

Fay Ness, Correspondent

Jess Jamison, 66, train dispatcher at Sioux City, died at his desk of a heart seizure on July 31, on his last day of work before retiring after 44 years of service. He had just released to the local newspaper information relative to his retirement and fellow employees had planned to honor him with a dinner at the Mayfair Hotel in Sioux City on Aug. 1. Mr. Jamison was active in Masonic and Eastern Star work, as well as having been an advisor in the Demolay for many years. He is survived by his widow and a daughter, Mrs. Ted Johnson of Richland, Wash., two sisters and two grandchildren.

Mrs. R. L. Hollifield, wife of Engineer Luther Hollifield, died at Sioux City on Aug. 5 after a long illness.

Time Reviser Jay Bailey and family enjoyed a vacation in California during August.

Engineer W. W. Shugart has returned to work after a three-month vacation at his summer home in Minnesota.

General Foreman George Popper and wife visited relatives in Cedar Rapids and vicinity on their recent vacation.

Chief Caller Willard J. Leach and family vacationed recently in Denver and at other points.

J. M. Murphy has taken over the duties of roadmaster at Sioux City. Watch out, girls, he's a bachelor.

LACROSSE & RIVER DIVISION

Third District

M. G. Conklin, Correspondent

Mr. and Mrs. Milton Frye have returned to Merrill after a visit with their son in Milwaukee.

Mr. and Mrs. Felix Slomske have returned from a two-week vacation at Yellowstone Park, Bovill, Idaho, and Seattle, Wash.

Mr. and Mrs. C. W. Dolloff spent their recent vacation taking an automobile trip to the Black Hills.

Charles G. Strassman, section foreman at Merrill, retired on July 31 after 49 years of service in the track department on this division.

Mr. and Mrs. William Miller Farrell, with their daughter and son-in-law, vacationed recently in Yellowstone Park.

Chief Clerk John Brown and Mrs. Brown entertained 22 guests at a family reunion Aug. 26 at their summer home, Birch Acres, on Long Lake.

William Henry Streeter, who served as fireman for the first wood burning locomotive to run between Wausau and Tomahawk, died recently at the age of 84. Mr. Streeter was an employe of the Road for 44 years prior to his retirement in 1932, serving as a fireman, machinist, and blacksmith helper on this division. Among the survivors are his sons,

PREFERRED NON-CANCELLABLE PROTECTION for RAILWAY EMPLOYEES

HEALTH - ACCIDENT - LIFE (Death from any cause)

HOSPITAL BENEFITS • NON-CANCELLABLE POLICY
NO MEDICAL EXAMINATION REQUIRED
GOOD IF YOU LEAVE SERVICE ON PENSION OR OTHERWISE



EMPLOYEES MUTUAL BENEFIT ASSOCIATION

1457 Grand Avenue

St. Paul, Minn.





Scene at the Berghoff Restaurant, Chicago, on Aug. 2 when some 50 associates of E. H. Lyons, division storekeeper at Western Avenue, honored him with a retirement celebration. Mr. Lyons, who is shown in the center of the group at the rear, wearing dark-rimmed glasses, started railroading at the Milwaukee shops in 1899. He had been division storekeeper at Western Avenue since 1921.

William and George Streeter, both veteran engineers on this division.

Miss Joyce Callahan, daughter of Yard Foreman James Callahan, was recently married to Edmond M. Rosmenoski in St. James Catholic Church at Wausau.

Another recent marriage of interest was that of Miss Lola Jean Beilke to Richard Chamberlain, son of Conductor Ralph Chamberlain, in the First Methodist Church at Wausau. The wedding reception, held in the Green Room of the Hotel Wausau, was attended by 200 guests.

IDAHO DIVISION

Mrs. Ruth White, Correspondent

About the biggest fish story I have dug up this year is the one on Agent J. Z. Ramsey, while vacationing in the vicinity of Metaline Falls. Agent Potter, who is an ardent fisherman and has all the equipment necessary, rigged Mr. Ramsey out with boat, tackle and some good advice. Coming from Montana, Mr. Ramsey did all of his fishing in mountain streams unhampered by boats and other "unnecessaries." However, Mrs. Ramsey came along, to help out with the rowing, no doubt. A couple of turns around Crescent Lake and the Ramseys got a bite that put up quite a struggle. The fish they landed was a 16-inch which put Potter's 10 and 12-inch trout to shame—and all with his fishing gear and in his favorite waters. Mr. Ramsey says the fish gets bigger every time he hears it told, but the 16-inch measurement is just about right.

Clerk John Ewing of Spokane covered an estimated 7,500 miles by rail and water during his recent vacation and came home with memories of a fine trip. Going across the country on the north side of the Canadian boundary was an experience in itself. Washington, D. C., and the White House impressed him, as well as the many other buildings and monuments visited. Big league baseball also helped to make it a perfect trip.

Jim Donahue, janitor at Spokane freight house, also took an extended trip, visiting around Boston, Mass.

Although Jerry Albin, yard clerk, recently suffered a skull concussion, the Army is looking his way nevertheless and it will not be too long before he will have to leave, thus saddening his many girl friends. A softball game was the cause of his accident.

The following firemen recently passed

their examinations and made dates as engineers: J. C. Gengler, Jr., G. E. May, P. E. Edmunds, J. J. Zeller, E. A. Starkey, J. F. Downey and D. E. Breeden.

Saw A. T. Titus recently and hardly recognized him—he had lost his mustache.

Ted Novotny, switch tender in Spokane, tells many stories, but this one is true. Recently, because his wife had purchased a can of a certain brand of coffee and could answer a very easy question, she was given an electric steam iron. I have the same brand of coffee, waiting for this question man to ring my doorbell, but had to buy my iron instead.

Brakeman Lonnie Allemond of Malden passed away at Spokane on Aug. 21 as the result of an auto accident. He is survived by his widow and four children, his parents and several brothers and sisters in Louisiana.

A visitor in Malden recently was Lee Thorne, retired engineer, who now lives in Oakland, Calif.

Conductor and Mrs. T. E. Akey recently visited coast points, including Mt. Rainier. Other coast vacationists were Engineer O. A. Burns and family.

Conductor and Mrs. Marvin Moreland have a new baby boy, born Aug. 18.

Engineer Jack Paris is now able to be around after a seige of illness.

After several months of rest Nels J. Nelson is back on the job in the car department.

CHICAGO TERMINALS

Galewood

Norma Gunderson, Correspondent

Ed Lemke, car record clerk, has returned to work after spending some time in the Garfield Park Hospital.

Margaret Klein and husband had a nice vacation trip through the New England states.

John Graney, checker at the freight house

Your shoe repairer says:

I can make your old shoes like NEW!

at less than 1/2 NEW cost with

CAT-TEX

the very SOLE of economy!

Under all conditions and at all times, T-Z Products give unexcelled service.

"Crescent" Metallic Packing
T-Z Front End Blower Nozzles
TZ Smoke Preventer Nozzles
T-Z Tender Hose Couplers
T-Z Blow-Off Valve Mufflers
T-Z Automatic Drain Valves
T-Z Boiler Wash-Out Plugs

T-Z Products, as standard equipment, are daily proving their merit.

T-Z Railway Equipment Co.
8 So. Michigan Avenue
Chicago, Illinois



Buy Spares

THEY STAY FRESH!

RAY-O-VAC COMPANY
Madison 10, Wisconsin

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

Youngstown Steel Door Co. & Camel Sales Co.

332 S. Michigan Ave.
Chicago

—OFFICES—
The Arcade
Cleveland

500 Fifth Ave.
New York

—PLANTS—
Hammond, Indiana • Youngstown, Ohio



Let a Travelers man give you the details on our Liberal Accident and Sickness Policy.

See our Representative NOW—



or address
Railroad Department
THE TRAVELERS
HARTFORD, CONN.

84th year of Accident Insurance

**CREOSOTED
MATERIALS
and
COAL TAR
PRODUCTS**

Republic Creosoting Co.
Minneapolis

who underwent surgery on July 31, has returned to work.

Walter Kolazinski, retired yard department employe, visited us on Aug. 11. John Baker, retired train director, was also a recent visitor. He is looking "tops".

Train Director Charlie Newman reports taking a nice vacation trip through California and New Mexico.

Joe Rooney, per diem reclaim clerk, is the proud owner of a new green Plymouth.

Car Foreman J. M. Portschy, yard 1, spent his recent vacation taking trips around Chicago.

Wrecking Foreman E. F. Thurnau and family recently visited with relatives in Red Wing, Minn.

Rose and Oscar Ulrich visited with her brother's family in Danville, Ill., recently and while there watched the Danville Dodgers beat the Terre Haute Phillies, score 7 to 3.

Stanley Prokopek, now back to work, reports that his vacation was spent nursing an infected foot.

Welder Louis F. Rossi recently went to Wisconsin in his new car to fish for the big ones.

Union Street

Florence LaMonica, Correspondent

Rosario Damiano terminated his service with the Road with his retirement on Aug. 31. "Rosy" started on June 25, 1905. We wish him lots of pleasure in the future.

Bill Zunker, clerk in the timekeeping department, is taking an extended trip to Bangor, Me., and other points east.

Dick Sweeney, timekeeping clerk, reports that his son was injured recently in a bicycle accident.

With regret we report that the mother of Irving Rome, house 4, passed away Aug. 31. Andy Kondas and Rudolph Siroky both passed away recently.

Virginia Zeilin, stenographer to chief clerk at Union Street, was absent for several days recently and returned to inform us that she is now Mrs. Slusarski.

What a good thing Adam had—when he said a good thing, he knew nobody had said it before.

—Mark Twain.



Norman Carlson, car messenger between Bensenville and Galewood yards, explains to son Norman Scott the technique of riding the three-wheel bike he received for his second birthday.

Bensenville

Dorothy Lee Camp, Correspondent

C&M Conductor Roger Coleman is feeling some better after a recent operation.

Irvin Sheirhorn, night operator at the Soo Line tower, believes in safety first. He has his beautiful German boxer dog as a companion and bodyguard while on duty. Clipper is the best watchman on the railroad.

Danny O'Herron, well liked janitor at Calewood, is at present in the Hines Hospital awaiting an operation; time this is in print hope he will be back on the job.

Yardmasters Glen Phillips and Ray Granger have been getting in a good deal of golf before the season ends. They'd like to play all winter.

Yardmaster "Kickapoo" Sampson was surprised by his father dropping in for a visit late in August. Friends of Sampson Sr. will be glad to hear that he is as spry and peppy as ever.

TWIN CITY TERMINALS

St. Paul Traffic Department

Brooksie Burk, Correspondent

Vacations taken from this office have certainly been varied. City Freight Agent Bert Hoen and his family traveled in the Dakotas and Yellowstone Park and spent some time fishing. Livestock Agent Frank Arndt planned on spending two weeks painting his home, but we're wondering how much he did since it rained so much during that time. Our general agent, R. A. Burns, and Mrs. Burns spent several days visiting in Aberdeen, S. D.

When Mr. and Mrs. Burns returned they had a young and vigorous guest, their grandson Jimmy who came from Glenview, Ill., where his father, Lt. Col. Robert Burns, is stationed. Jimmy spent two weeks with his grandparents and returned home Aug. 25.

City Freight Agent John Maher has returned from a two-week "vacation" which the U. S. Army requested. He is beginning to recuperate now.

THE IMPROVED FAIR

THE ANCHOR OF PROVEN SERVICE

THE IMPROVED FAIR AND LONG LIFE

THE P. & M. CO.

CHICAGO. NEW YORK



Scene at the farewell party held in Chicago for E. G. Kiesele, superintendent of the Chicago Terminals, prior to his departure Sept. 1 for Savanna, Ill., to take over as superintendent of the D&I Division. G. F. Wilson, assistant superintendent of the Terminals, was master of ceremonies for the affair which was sponsored by close associates in the terminals and the Union Station. Mr. Kiesele, seated in the right foreground alongside Mrs. Kiesele, is shown with the traveling bag which was one of the testimonial gifts presented to him.

Minneapolis Local Freight and Traffic Department

Leda M. Mars, Correspondent

Helen Melchert and Patty Flaherty Nelson are back at the local freight on temporary positions.

Lester Nyberg and wife spent their recent vacation in Northern Minnesota. Tom Moffat and wife vacationed in Vancouver, B. C.

Bonnie Stevens has been on the sick list for some time.

The last word from Katherine Beringer was from Paris, France, where she was seeing the sights. She expects to visit the Riviera and other places of interest before going to Rome.

Sympathy is extended to the family of Charles Pritchard who passed away Aug. 25. Mr. Pritchard worked in the depot ticket office prior to his retirement.

St. Paul Freight Station

Allen C. Rothmund, Correspondent

Calling all vets! Don't forget that the Milwaukee Road Veterans Association will hold its 19th annual reunion at the Hotel Nicollet in Minneapolis on Sept. 30!

Bad news for the hunters. No deer hunting in Minnesota this season. However, I don't believe the State Game Commission would object to Elsie Monheim taking her annual shot at a deer. She has been doing just that for years and always the same story. No deer.

Team Track Foreman Russel Malone entered a hospital recently.

John Leslie, son of Conductor George Leslie, was appointed by the Minnesota Youth Conservation Commission as its recreation consultant.

Joe Garvey, general foreman at St. Paul freight house, retired on July 1. Gus Unruh has been acting general foreman since July 1.

I saw Frank Thori at the Minnesota State Fair. He was in business there, as usual, and had one of the largest establishments on the grounds. Frank is a rate clerk in the Minneapolis freight office.

Harry Carr of this office has received a notice to report for service in the Navy.

South Minneapolis Car Dept. and Coach Yard

Oriole M. Smythe, Correspondent

Mill Foreman A. A. Penny, Minneapolis Shops, retired on Aug. 1 following 44 years of service with the Road. Casper Roth, foreman in the store department, also retired on Aug. 1, after 35 years' service at the shops.

Special Officer William O'Neill, who had been ill since Memorial Day, returned to work on Aug. 1.

Carl Gustafson, retired carman, has been confined to a hospital recently.

Mr. and Mrs. Jim Culley have a new baby girl at their home, born on July 25.

Congratulations to Mr. and Mrs. Alfred O. Wing to whom twins, a boy and a girl, were born on Aug. 6.

Ella Siegler, personal stenographer, is enthusiastic about her recent vacation by automobile through the northwest states. She spent some time at the Yellowstone, Grand Teton, Mount Rainier and Glacier National Parks, also visited at Aberdeen, Wash., and was initiated into the sport of clam digging on the Pacific beach.

Since Clerk Einar Hauger's return from the Canadian vacationland we have learned that he is an accomplished horseman!

Stenographer Agnes Robertson vacationed at Lake Minnetonka this year.

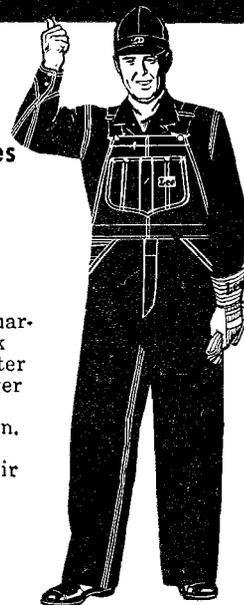
UNION **Lee** MADE
OVERALLS
PREFERRED BY MEN
FROM COAST-TO-COAST

Lee
Tailored Sizes
assure a perfect fit.

Sanforized
for permanent fit.

Guarantee:

Every LEE garment is guaranteed to look better, fit better and wear longer than any you have ever worn, or you can have a new pair free or your money back.



THE H. D. LEE COMPANY, INC.
Kansas City, Mo., South Bend, Ind.
Minneapolis, Minn., Trenton, N. J.
San Francisco, Calif.

WORLD'S LARGEST MANUFACTURER OF UNION-MADE WORK CLOTHES

BUCKEYE
CAST STEEL PRODUCTS FOR RAILROADS

Truck Side Frames

Truck Bolsters

Couplers

Yokes and Draft Castings

Miscellaneous Freight Car Castings

Six- and Eight-Wheel Trucks

THE BUCKEYE STEEL CASTINGS CO.
COLUMBUS 7, OHIO

OPERATING 161
MOTOR TRUCKS,
TRACTORS AND
TRAILERS

RECEIVING
and
FORWARDING
POOL CAR
DISTRIBUTORS

ESTABLISHED 1880

P. D. Carroll Trucking Co.
CHICAGO, ILL.

LOCOMOTIVE:

FRED WATER HEATERS
(The Locomotive Water Conditioner)

BLOW-OFF EQUIPMENT

**COMPRESSED AIR
RADIATION**

(ALL-Cast Directional Finned
Aluminum Elements)

For
Interstage or Final Cooling

UNIT HEATERS

**WILSON ENGINEERING
CORPORATION**

122 So. Michigan Ave., Chicago

CARTER BLATCHFORD, INC.

80 E. JACKSON BLVD.

CHICAGO

RAIL JOINTS

Reformed and heat treated to
meet specifications for new
bars.

Grain Doors

Railroad Cross Ties

Hardwood Lumber

Timbers

Webster Lumber Company

2522 Como Ave., West

St. Paul, Minn.

Richard Weatherell, son of Chief Inspector J. C. Weatherell, who was formerly employed at the shops, is in the thick of the Korean War. He is a captain in the medical corps.

Former employes recalled to service include Frank Chovan, apprentice electrician at the coach yard, called to the west coast as a machinist mate; George F. Garvey, aviation machinist mate in the Naval Reserve; and Walter Garvey, fireman 1/c who joined the Navy in February, serving in the South Atlantic. The latter two are the sons of Air Brake Foreman P. A. Garvey, Minneapolis Shops.

Robert L. Johnson, laborer at the shops, recalled to the Marine Corps recently, is also in training.

Albert Kellington, laborer at the shops, has been recalled by the Naval Reserve.

Mr. and Mrs. Frank Barzdis are the parents of a boy born on July 29.

Recently retired is Blasius Kanduth, locomotive carpenter, in service for 40 years; also, S. M. Selander, laborer, following 27 years of service with the locomotive department.

IOWA DIVISION

East End

Benjamin P. Dvorak, Correspondent

A party was held at the Embassy Club in Cedar Rapids the evening of Aug. 18 to honor jointly Dispatcher Willis Jordon and Chief Carpenter D. H. Fisher. Mr. Jordon retired on July 30 after 50 years of service, having entered the employment of the Road in January, 1900, as agent-operator. He was promoted to dispatcher in December, 1906, and was appointed dispatcher in the Marion office in May, 1916. He was presented with a lounging chair. Mr. Fisher was promoted to the position of assistant engineer in the Chicago general office on Aug. 1. He received a gift of matched luggage.

A. W. Hodgson succeeds Mr. Fisher as chief carpenter on the Iowa Division, coming from Aberdeen, S. D. C. D. Emerson was assigned to the first trick dispatcher's position, vice Mr. Jordon.

Francis Curran, rate clerk in the freight house at Cedar Rapids, resumed work on July 25, following an absence of two months because of ill health. W. Chadima relieved during Francis' absence.

Cashier Frank Wiley, Cedar Rapids freight house, was on a vacation in July. His position was filled by Billy Jepson. Jeanne Fisher, transit clerk, vacationed in Chicago in August. Hazel McCalley relieved on her position. Leola Gonsales, stenographer to General Agent Houston, was in Richmond, Va., and other eastern points for two weeks in July. She also was relieved by Hazel McCalley.

THE TRAFFIC CLUB OF CHICAGO

Proudly presents this

Certificate of Special Merit

(THE FIRST AWARD)

The Milwaukee Road Choral Group

for its high degree of Sustained

Superiority achieved upon occasion of

Chicagoland Transportation Singing Contest

held at

CHICAGO FAIR OF 1950

on

THE TRAFFIC CLUB OF CHICAGO DAY

AUGUST 1, 1950



John F. Mully
Chairman, Public Affairs Committee

Leola Gonsales
President, The Traffic Club of Chicago

An engraved plaque awarded to The Milwaukee Road Choral Club in a contest among the choral groups of Chicago railroads at the Chicago Fair on Aug. 1. The Milwaukee Road singers tied for first place.

George F. Hennessey, night roundhouse foreman at Cedar Rapids, retired on Aug. 1 after 50 years of service. He started in June, 1900, working in Milwaukee as an apprentice machinist. Following his graduation from Marquette University he was appointed roundhouse foreman at Janesville, Wis., and was subsequently transferred to various shops on the system, including Marion and Atkins. He had been at Cedar Rapids since 1933. He and Mrs. Hennessey plan to continue their residence in Cedar Rapids for the present.

Bob Boettcher and a group of friends attended the Chicago Music Festival and the Fair.

Mr. and Mrs. Hugh Jones visited recently in Tacoma with Mrs. Alice Jones, who is 94. They saw for the first time their grandson Michael Andrews, their daughter's child.

Mr. and Mrs. A. E. Fairhurst visited in Three Forks, Mont. They planned to continue to Seattle, thence to Los Angeles and other southwestern points of interest.

Thomas Manton has been appointed freight service inspector, vice Mr. Fairhurst who retired July 31.

Mr. and Mrs. Hugh Jones received an announcement of the birth of a second son

MARSH & McLENNAN

INCORPORATED
INSURANCE

231 SOUTH LA SALLE STREET • CHICAGO 4, ILLINOIS

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

to their daughter, Mrs. Robert Postel, on Aug. 22 in an Ames hospital.

Bill Lundquist spent part of his summer vacation in Berwyn, Ill.

Ticket Clerk Dean Woodford and wife attended the Chicago Fair in August.

C. Merle Robison, car inspector, died suddenly at his home in Marion on Aug. 17. He is survived by his widow; a son, Calvin; two brothers, Harry of Savanna, Ill., and Earl of Lanark, Ill.; and a sister, Miss M. A. Robison of Marion.

The family of Chief Clerk M. L. Taylor is vacationing in Decatur, Neb. As soon as they dispose of their home in Ottumwa and acquire one in Marion the family will move to the latter city.

At the annual Marion Nature and Garden Club exhibit on Aug. 23 Mrs. S. C. Thomas tied for second honors for the largest number of blue ribbons given to members for exhibits in the vegetable, fruit and flower divisions. Mrs. R. A. Whitford was awarded a blue ribbon for her arrangement of chrysanthemums and a display of scabiosa.

Council Bluffs Terminal

Agnes Kinder, Correspondent

A daughter, Debra Sue, was born to Mrs. Richard Milner, wife of car inspector, on July 31. The little lass, who is their first daughter, tipped the scales at nine pounds.

On Aug. 18 Coach Cleaner Charles Cook was married to Barbara Ann Rogers of Omaha, Neb. The wedding took place at his parents' home here in the Bluffs. Mr. Cook is a new employe who started working for the Road on July 19.

Another marriage which took place recently was that of Switchman Paul Stevens, Jr., and Louella Rice. Your correspondent just "got wind" of it.

Latest addition to the coach cleaners is Richard D. Moore who started on Aug. 8.

Recently returning from a week's vacation at Estes Park were Mr. and Mrs. Max Eckert. Max is a store department employe. Also returning from a two-week vacation at Estes Park were Reconsigning and Switching Clerk Leslie Grote, wife, son and daughter.

During their vacation Car Foreman and Mrs. T. P. Schmidt drove their son Teddy to Ft. Warren, Cheyenne, Wyo., where he was to report. Teddy was formerly a carman at this point. Mr. and Mrs. Schmidt enjoyed the beautiful scenery at Estes Park, Colorado Springs and the Black Hills and



Mr. and Mrs. William Fletcher cut the first slice in the wedding cake at the reception following their marriage in St. John's English Lutheran Church, Council Bluffs, Ia., on July 16. The bride is the former Betty Schmidt, a daughter of Car Foreman T. P. Schmidt, Council Bluffs.

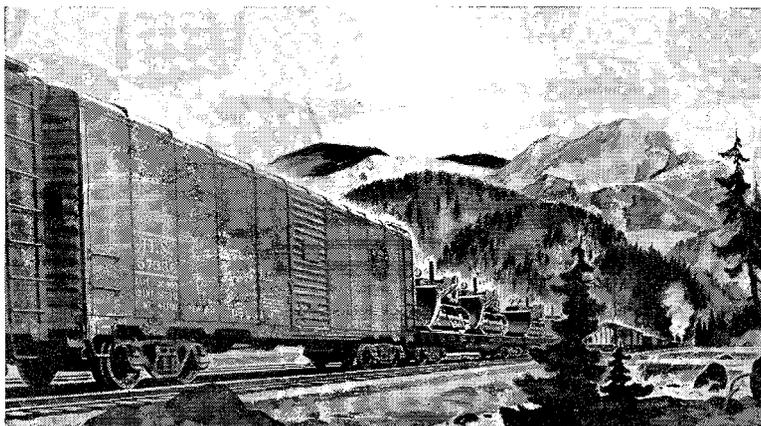
on their way home drove to St. Paul to spend the remainder of their vacation with their daughter and family.

At this writing Chief Clerk Fred Bucknam, wife and daughter Barbara, are again vacationing at Butternut Point, located at Big Whitefish Lake, Pequot Lakes, Minn. This beautiful resort is operated by Wayne

be introduced to their very new grandchild.

Touring to Portland, Ore., in his new "Chevy" is Oiler Ira Havens and wife. They planned to be gone for two weeks.

Car Inspector Russell Anderson, wife and daughter Pamela had a nice two-week vacation in July driving to South Dakota where they viewed Ft. Randall Dam. They



Especially on the Upgrades . . . It's SOLID Bearings for Rolling Stock!

A slight 1% grade actually quadruples the total tractive effort required of a locomotive. Right then train resistance jumps 20 pounds per ton above normal resistance of only 6 pounds per ton on "tangent level" track. No wonder one operator has said he would gladly pay *one dollar more* for every pound taken off the weight of a car!

But, AAR solid journal bearing assemblies, at *lowest* possible cost, are saving railroads an average of 1000 pounds dead weight per car. That's 50 tons less weight per 100-car train in bearing assemblies alone. This light weight helps all the time, too. Railroads keep fuel costs down, build up ton miles of revenue.

Lowest Running Resistance

Of course, weight-saving is only one of many engineering

advantages of AAR solid journal bearings. They have the lowest running and accelerating resistance (friction) for example. In motion they glide on a single film of oil, like a skater on ice. There are no complex moving parts, no multiplicity of oil films. They're unrestricted as to speed and load. Moreover, with solid bearings, which inherently provide flexible control of lateral shocks, lading gets the smoothest possible ride on any standard freight car truck.

Yes, upgrade or anytime, AAR solid journal bearings have no equal for railroad rolling stock. Simple, effective, economical, safe—they make possible unrestricted interchange without requiring excessive inventories. To get the full story, complete with engineering and economic details, write for Bulletin 100. It's yours on request. Magnus Metal Corporation, 111 Broadway, New York 6, N. Y.

(Advertisement)

Anderson, former lieutenant of police at this station.

Barbara Bucknam has been relieving those on vacation at the freight house. Ruth Williams, wife of Interchange Clerk Clyde Williams, is relieving Barbara while she is on vacation.

Car Inspector Nels Jacobsen, wife and daughter Norma are, at this writing, visiting a daughter in Oakland, Calif. They will

enjoyed fishing in Lake Andes.

Switchman Frank Brugenhemke and son-in-law left Aug. 26 for a fishing trip at a Minnesota lake.

Andrew Thompson, retired carman, and his wife have a new grand-daughter to add to their list. They now have five grandsons and five grand-daughters. The parents of Diana Kay, who was born Aug. 19, are Mr. and Mrs. Ed Nelson of Council Bluffs.

OVER \$250,000,000 PAID IN BENEFITS
ALL DEPTS.

Best for all on the Milwaukee Road

There are no assessments at any time

MORE U.S. RAILROADERS

carry personal Accident & Sickness Income Protection with Continental than with any other insurance organization in America.

Ask Our Milwaukee Road Agent or Write



Continental

CASUALTY COMPANY

General Office: Chicago

WEHR

STEEL COMPANY

2100 South Fifty-Fourth St.
Milwaukee 1, Wis.

Carbon and Alloy Steel Castings

Carefully Controlled Heat Treating

Pattern Making and Machining Facilities

Specialties

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

E. A. AARON & BROS.
CHICAGO, ILLINOIS



Five full carloads of tubular chrome furniture—946 pieces—stand ready for movement from the Lloyd Manufacturing Company in Menominee, Mich., to the West Coast, where it was loaded aboard a Tokyo-bound vessel for delivery to the U. S. Army. The four men in the picture are, from left: Paul G. Christianson, Lloyd sales manager, Menominee; R. F. Bode, buyer for Montgomery Ward & Co.; Chicago; J. A. Benzing, Lloyd general manager, Menominee; and A. G. McGill, Lloyd sales representative in the Chicago territory.

MILWAUKEE DIVISION

First District and Superintendent's Office

J. E. Boeshaar, Correspondent

Extra Dispatcher E. W. Benson and Brakeman R. L. Severs were both married on Sept. 2.

Brakeman Harry Hill has left his mustache with the barber at Fox Lake.

Extra Dispatcher Chadwick Anderson has bid in the Marion-Perry swing dispatcher job and will be leaving shortly to take over.

Trainmaster Walleen of Horicon has been transferred to Davenport where he will take over as trainmaster. G. J. Barry of Chicago is coming to Milwaukee to be trainmaster of the Northern Division.

New daughters were recently added to the households of Brakeman R. L. Williams and Jim Komberec.

Miss Nancy Campbell of the assistant superintendent's office is visiting in Seattle. Also vacationing in the West is Operator E. R. Derrickson of Tower A-5.

Conductor Henry Roessger passed away on Aug. 13 after a short illness. Sympathy is extended to his wife and family.

Second District

M. B. Herman, Correspondent

It is with a feeling of regret that we bid farewell to the Superior Division, known

as the "Old Wooden Shoe Division," as on Aug. 1 it became the second district of the Milwaukee Division, but in the memory of many employes, some of whom have spent half a century working here, it will always be the "Old Superior."

Conductor Van Allen Gustafson, 54, died recently in the Veterans Hospital at Iron Mountain.

J. Nockerts, bridge tender at Menasha, passed away on July 3.

Johns Philips is vacationing in the East, visiting relatives in Pennsylvania and taking in points of interest.



Partners for 50 years, A. H. Kading, retired agent, and Mrs. Kading recently celebrated their golden wedding anniversary at South Wayne, Wis.



SOLID FUELS OF REAL MERIT

REPUBLIC COAL & COKE CO.

General Offices: 8 S. Michigan Avenue, Chicago 3

Branch Offices:

St. Louis, Minneapolis, Indianapolis, Peoria, Detroit, Milwaukee, Cleveland, New York, Cincinnati, Evansville, Kansas City, Lake Michigan Dock at Milwaukee

Alvin Wickham, conductor at Menasha, passed away recently.

Fred Marcey, retired switchman, passed away recently.

L. C. Hinsch, chief carpenter on this division, has been transferred to Aberdeen. The position of chief carpenter here has been abolished.

Engineer Lloyd Brassure is the proud recipient of a 45-year service button.

Young Bosar, the brakeman who lost a leg at Iron Mountain, recently walked into the office on crutches, looking very well.

The office force here has been reduced. We no longer have Bob Centen, as his job was abolished. Bob is considering going to Milwaukee to work.



Conductor James A. Loden, retiring Aug. 31, is congratulated by his brakeman, Donald J. Powell. Loden, who was 73 on his last birthday, had been with the Road 51 years, the last four as passenger conductor between Milwaukee and Berlin, Wis. (Photo by Correspondent J. E. Boeshaar, Milwaukee.)

Third District

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

Herman Zwieger, retired section foreman of Ripon, was seen dismounting from the cab of engine 5900 on No. 35 recently, wearing a much pleased smile. Not much comparison between the Diesel and the old motor car, is there, Herman?

F. G. Nichols, retired agent, passed away at his home in Brownsville Aug. 21 following a heart seizure.

F. W. Pischke, agent at Fond du Lac, and Mrs. Pischke are spending an extended vacation with their daughter at Havre, Mont. We understand Mr. Pischke is a mighty handy man with the hammer and saw and that a new home in Havre will be fully completed before he resumes his duties as agent.

Engineer C. F. LaBey, Fond du Lac yard engineer, terminated 44 years of engine service with his retirement Aug. 19. Charlie has sold his home in Fond du Lac and expects to enjoy his retirement in Riverside, Calif.

Conductor J. A. "Jimmie" Loden retired from the head of the seniority roster on the Old Northern Division with the completion of his last run on Aug. 31. Jimmie started as an engine wiper in the roundhouse at Fond du Lac in the middle '90s. On Aug. 15, 1899, he became a freight brakeman, was promoted to conductor on Oct. 10, 1905, and to passenger conductor on May 10, 1944. He had been running passenger trains between Milwaukee and Berlin since that time.

D & I DIVISION

E. Stevens, Division Editor

The Martin Bardills (division engineer), Savanna, are receiving congratulations on the arrival of a baby daughter in their home on Aug. 30. Now young Mike has a sister Susan.

It looks very much like the firemen on the first district have a lien on the matrimonial market. Fireman Charles Staircar was married to Miss Estella Jones of Davenport on Aug. 5. Fireman R. H. Kentner and Miss Mary Elizabeth Anderson of Savanna were married in Dubuque on July 25, and Fireman John Reilly and Miss Mary Ann Pollock, daughter of Conductor and Mrs. Matthew G. Pollock of Savanna, were married in St. John's Catholic Church on Sept. 2; wedding breakfast in the Green Room of the Radke Hotel.

Miss Esther Vesley, daughter of Conductor Raymond Vesley, Savanna, became the bride of Wayne B. Goss on Aug. 12.

Thomas Thompson, retired machinist, was found dead at the home of his son, Machinist Nels Thompson, Savanna, on Aug. 11. Mr. Thompson started work on the railroad in January, 1893, and retired on June 1, 1941. Surviving, besides his son, are a brother, a sister and three grandchildren.

Earl Solt, leverman at Savanna tower since November, 1943, passed away at Savanna on Aug. 23. Surviving are his widow, mother, four daughters and two sons.

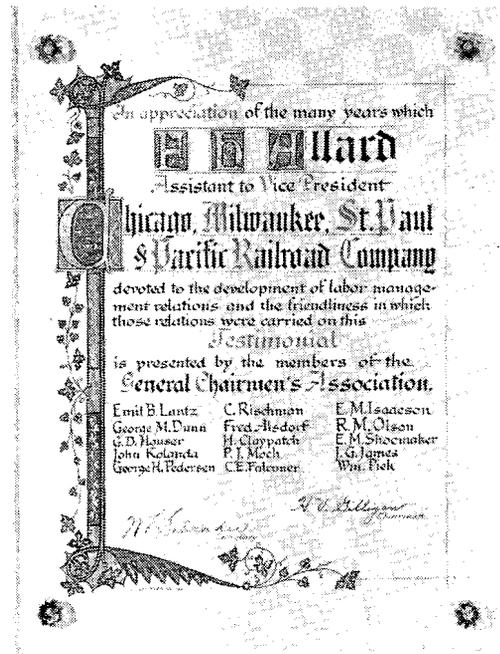
Harrison Shepherd, engineer on the Iowa Division, passed away in Veterans Hospital, Hines, Ill., on Aug. 21.

Conductor R. C. Whitmer passed away at his home in Savanna on Aug. 27 after an illness of several months. Mr. Whitmer started his railroad service as a brakeman on Apr. 23, 1905, was promoted to a conductor on Apr. 10, 1918, and retired on June 12, 1950. Surviving are his widow, four children and three brothers.

A farewell dinner was given for Assistant Division Engineer E. H. Johnson on Aug. 19 in the Green Room of the Radke Hotel, Savanna. Among those who attended were



Hollywood celebrity Ronald Reagan waves to fans at St. Paul on Aug. 14 as he arrives in the city aboard the Pioneer Limited.



Shortly before F. H. Allard, assistant to vice president, retired at the end of July, he was the guest of honor at a testimonial dinner given by the General Chairmen's Association (of The Milwaukee Road). The plaque shown above was presented to him at that time.

officials and employes of the D&I, as well as Chicago officials and employes with whom he had been associated for many years. Mr. Johnson retired on Aug. 15 after 44 years of loyal service. The dinner was followed by a social hour and Mr. Johnson was presented with a gift which carried with it the wish of his friends for many happy years of retirement. He will make his home with his sister in Red Wing, Minn.

W. A. Grummit, machinist at Savanna roundhouse, retired on Aug. 4 with 47 years of railroading to his credit, 32 of which were spent at Savanna.

Roy King, yardmaster at Savanna for many years, retired on July 31. Mr. King began his railroad service as a yard brakeman on Sept. 4, 1904, and was appointed as a yardmaster in 1911.

Third District

J. G. Upp, train dispatcher on the third district, retired on Aug. 1. Mr. Upp began his railroad service Apr. 11, 1901, starting as a telegrapher in the office at Braymer, Mo., where he trained. On June 1, 1904, he was promoted to a train dispatcher. With the exception of a few months spent at various stations on the Cedar Rapids line and six months in the train dispatchers' office at Grand Avenue, Kansas City, he had been located in Ottumwa, Ia., since 1903.

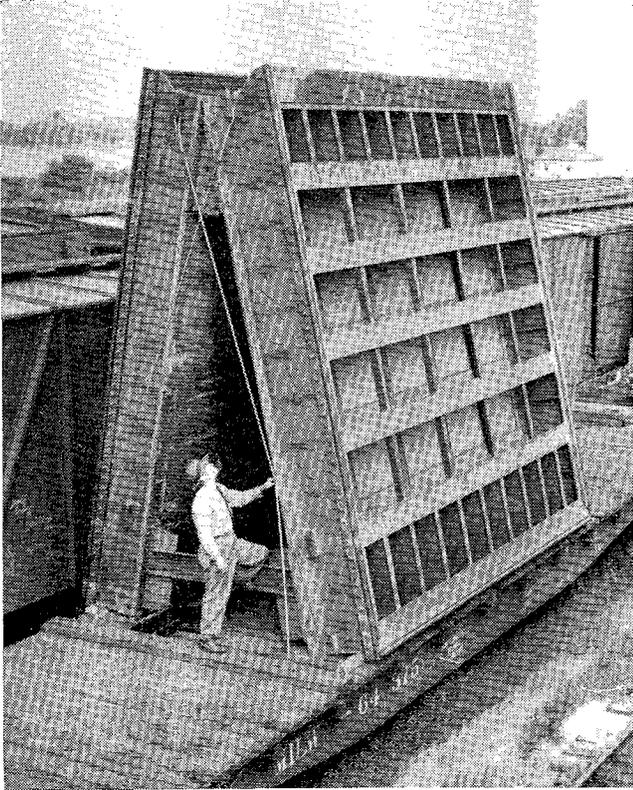
I & S M DIVISION

H. J. Swank, Division Editor

Edward Flynn, retired conductor, passed away in Community Hospital, Madison, S. D., on Aug. 6 after a long illness. Two brothers, Frank and Leo, are employed in train service on S. M. West Division.

Mrs. C. T. Lenahan, wife of Conductor Cliff Lenahan, passed away Aug. 27 after a long illness.

John Schultz, veteran ticket clerk at Austin who retired on account of disability Aug. 6, 1949, passed away at Garnavillo,



This towering load is one of several gates for the Fort Randall Dam project at Pickstown, S. D., which were recently shipped over The Milwaukee Road from Omaha. For reasons of clearance the outsize cargo traveled over a special route, under escort. Car Foreman T. P. Schmidt, Council Bluffs, is shown here inspecting the shipment at the Gate City Steel Works in Omaha. (Council Bluffs Non-pareil photo.)

Ia., on Aug. 3. Burial was at Postville, Ia. James Vitha, retired section laborer of Montgomery, Minn., passed away Aug. 12.

We welcome the following new employees to the division, all of whom have been successful in finding a place to live: Chief Carpenter L. M. Farley from Chillicothe, Mo.; Trainmaster Russel R. Brown from Minneapolis to I & SM first district; Trainmaster J. T. DeYoung from Milwaukee to I&SM second district; Roundhouse Foreman J. W. Goodrich from Minneapolis to Austin.

E. P. McLarnon, who was appointed freight service inspector to succeed O. E. Bradford, will headquarter in St. Paul.

C. D. Mayer, formerly of Montevideo, was appointed first relief dispatcher at Austin.

R. C. Dodds, retired superintendent, visited the office late in August and reported that he is enjoying his "vacation" but the fishing has been very poor; also visited son Robert and family at Aberdeen, and attended the christening of a new grandson.

The following is an excerpt from the Madison, S. D., Daily Leader, July 25:

At a meeting of the Milwaukee Road Service Club, special honor was paid to three men, each of whom received a handsome gift pen and pencil set.—H. H. Green, roundhouse foreman who retired after 46 years of service, Clem G. Beckel, an active member of the club at Madison, who was promoted to roundhouse foreman at Jackson, Minn., and John G. Felt, who retired as roundhouse foreman at Jackson. Out-of-town officials attending the farewell party were E. L. Grote, division master mechanic, Mason City, and James McGuire, supervisor of Diesels, Mitchell, S. D. Introductions were made of O. L. Kinder, who succeeds Mr. Green as roundhouse foreman, and N. O. Frizzell who was appointed chief dispatcher to succeed D. O. Burke who was transferred to Mitchell.

MADISON DIVISION

W. W. Blethen, Correspondent

Trainmaster S. E. Herzog has been transferred to Wausau as assistant superintendent, L&R Division, third district.

Assistant Superintendent S. F. Philpot, Wausau, has been transferred to Madison as assistant superintendent.

Train Dispatcher and Mrs. Oscar Kline motored recently to Osage, Mo., where they met their daughter, Mrs. Leslie Seeley (Rhuby Jean Kline) and grandsons Leslie and Thomas, of Los Alamos, N. M.

Chief Train Dispatcher A. M. Kilian retired Aug. 1, closing a railroad service of 52 years. His first railroad experience was as a waterboy and assistant timekeeper in the summer of 1898 with the track department at Libertyville, Ill. In 1902 he went to work as night operator at North Avenue Station, Milwaukee, and worked various other positions in Milwaukee Terminal and on the Northern Division. In 1906 he was promoted to train dispatcher and in 1922 went to Portage as chief dispatcher of the LaCrosse & Northern. In June, 1931, he was transferred to Madison as chief dispatcher. As a remembrance from his many friends on the Division, Mr. Kilian was presented with a wrist watch and other gifts.

St. Bernard's Catholic Church in Middleton was the scene of the marriage of Train Dispatcher Eugene J. Bowar and Miss Nellie M. Ziegler, Middleton, on July 15. Following a dinner and reception at the parish hall, Mr. and Mrs. Bowar departed by auto for a trip through Yellowstone Park.

Florence Mahaffey, clerk in the freight department at Madison, is convalescing at her home following an operation. In her absence the position is being filled by Lillian Lohneis.

Mr. and Mrs. John W. Mackie, San Pedro, Calif., called at the roundhouse office recently. Mr. Mackie, now 82, was roundhouse clerk some 60 years ago.

Mr. and Mrs. Robert Landl, Middleton,

are the parents of a son, John Howard, who arrived July 23. Mrs. Landl is the former Leonore Olson, ticket clerk at Madison.

Mr. and Mrs. Marshall Olson (former district passenger agent at Madison) of Pasadena, Calif., were recent visitors. They came to Wisconsin to see the new grandson, John Howard Landl.

Switchman and Mrs. R. J. Connelly, Madison, announce the arrival of a baby girl, Pamela Jean, on July 25. She is the first grandchild of Conductor and Mrs. W. M. Warren, Madison.

Conductor H. S. Dyer is convalescing at his home following a serious illness.

A daughter, Deborah Louise, arrived at the home of Agent and Mrs. J. A. Preston, Prairie du Chien, on June 14.

Mrs. Joseph Speckner, widow of ticket clerk, left Madison on Sept. 30 as a delegate to the Turner convention in New York City.

Mr. and Mrs. Robert Saeman, Cross Plains, announce the arrival of a second son, Richard Thomas, on Aug. 17. Mrs. Saeman is the former Ruth Anita Conlin who was assistant cashier in the freight department at Madison. The little fellow is also the grandson of Freight Agent Conlin.

John G. Joerg, retired yard conductor, passed away in a Janesville hospital on July 21.

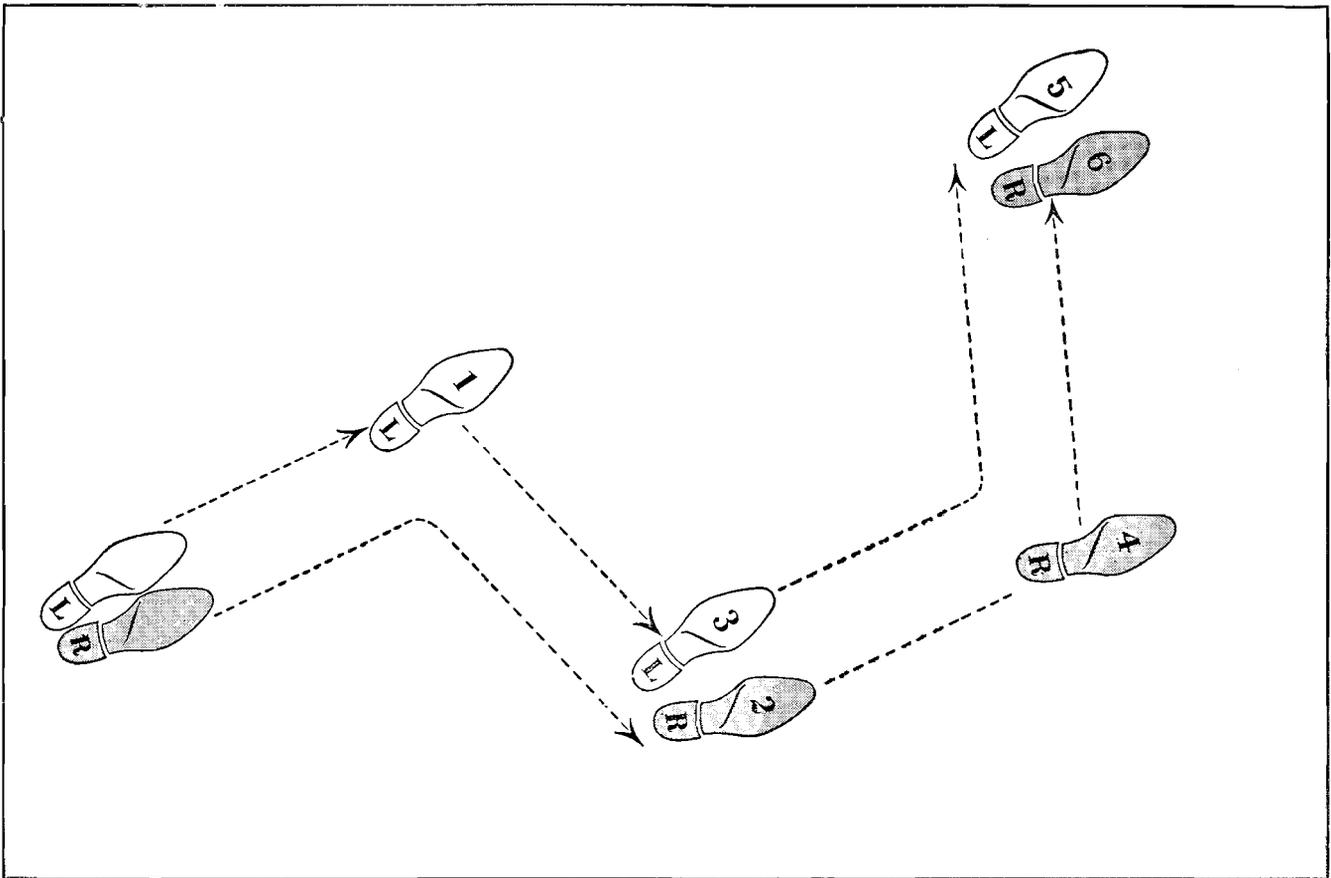
Paul J. Lucas has been appointed traveling engineer for the Madison Division.

George McCloskey, retiring conductor, passed away at his home in Wauzeka on July 30 following a long illness. Mr. McCloskey retired in July, 1945, after completing 48 years of service.

Roger Kershaw, roundhouse foreman at Madison, retired on Aug. 1, having completed 30 years of service on that date. Roger began work on the Milwaukee as a machinist at Tomahawk and came to Madison from Wausau on Jan. 22, 1947. The Kershaws will continue to make their home in Madison.



BEAUTY ENTRAINS . . . Donna Buls, Miss Montana of 1950, arriving in the Chicago Union Station Aug. 24, en route to the Miss America contest in Atlantic City.



It only takes a few minutes to learn
the right steps!



DANCING IS EASY—once you learn what steps to take.

The same holds true for saving money for the future.

It will take approximately two minutes to find out how you can invest in either one of the two *automatic* plans offered by U. S. Savings Bonds.

Inquire at your place of business about the Payroll Savings Plan. Learn how easy, convenient, and *painless* it is to put aside savings for Bonds right from your paycheck.

Or, if you have a checking account, ask at your bank. They'll explain all about the Bond-A-Month Plan, in which you use your checking account as a means for investing in U. S. Savings Bonds.

Both plans are simple, and call for no effort on your part. Both plans add up to the same thing—money to live on in the future.

So start finding out about them. Remember, it only takes two minutes today to learn how you can make your tomorrows a lot more carefree!

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



Contributed by this magazine in co-operation with the Magazine Publishers of America as a public service.