

THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

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Last Ride with Grandpa

JULY
1950

VOL. XXXVIII
No. 4

THE MILWAUKEE ROAD MAGAZINE

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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.

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The Public Hears Our Case

IT IS no secret that for a number of years the American railroads have been engaged in an unequal competitive struggle. Hampered by complex government regulations on the one hand and confronted on the other by competitors whose rightful costs of operation are paid in whole or in part out of public tax funds, the railroads have lost much of their most profitable business.

Repeatedly they have raised a cry of protest against such bare-faced discrimination. These protests have been voiced not alone because of the direct loss of business, but also in opposition to the socialistic principle which is at the base of all subsidies, and the serious tax drain on the public, with its inevitable weakening of our national economy.

It has been encouraging to observe, particularly within recent months, that public opinion has at last begun to assert itself in opposition to a policy whereby the railroads are required to play by a set of rules altogether different from those of their competitors.

The most heartening indications of popular support for the railroads' position are to be found in articles appearing in the June and July issues of Reader's Digest. The first of these, entitled "The Rape of Our Roads," was published originally by the Buffalo (N.Y.) Evening News, and is reprinted in this issue of The Milwaukee Road Magazine. The second, bearing the title, "All the Railroads Want Is a Fair Deal," will be reprinted in the August issue of our Magazine.

Here we find an accurate description of the conditions under which our business is conducted—conditions which bear directly on our welfare as taxpaying citizens and as individuals who look to the railroad industry for our livelihood.

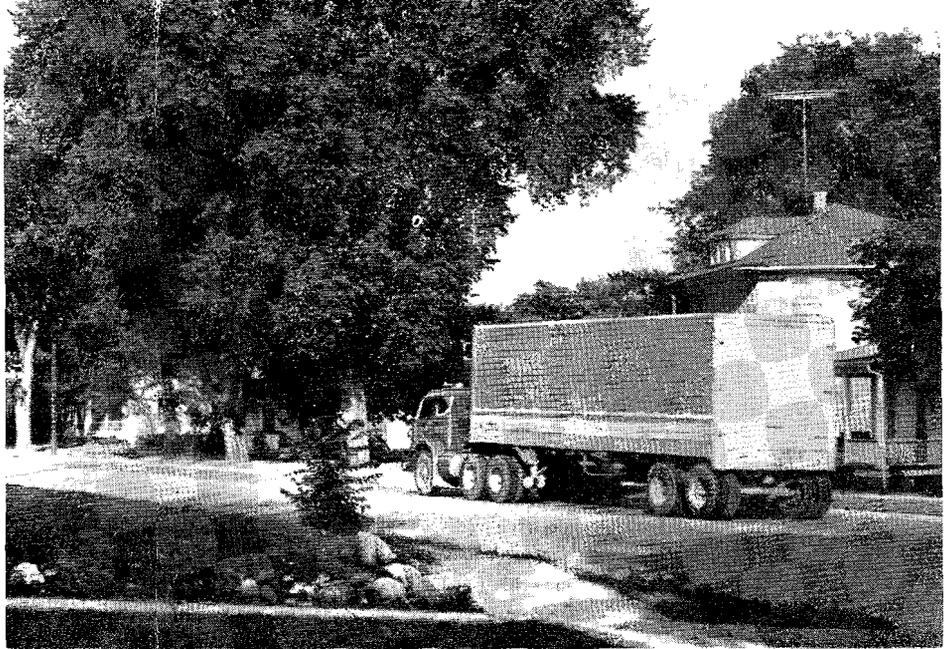
I strongly urge every Milwaukee Road employe who has not already done so to read these articles and pass them on to others.

CH Buford



This picture was taken on an otherwise quiet Sunday afternoon in Elgin, Ill., where truck traffic on U. S. Highway 20 threads through the heart of the business district and some of the city's finest residential areas.

Question: Are these noisy, oversized rigs a concern to the railroads alone, or do they represent a public problem?



The Rape of Our Roads

AMERICA faces a transportation crisis of the first magnitude. Under the relentless battering of outsize and overloaded trucks, the three million miles of roads that comprise this nation's arteries are going to pieces faster than we can find the money to replace them.

Of the 37,800 miles of interstate trunk highway in the country, 35,500 miles need immediate improvement at a cost of 11 billion dollars. It would cost another 49 billion dollars to bring all our roads up to traffic requirements. Even the famed Pennsylvania Turnpike is, according to some authorities, beginning to show the effects of heavy trucking. Many other roads that were expected to last for at least 30 years without major repairs are breaking up in five years or less, and taxpayers' money that should have gone into new road construction is being diverted to resurface them.

Each of the 48 states has enacted maximum-load-limit laws to protect its highways from the destruction wrought by too ponderous vehicles. But many long-distance haulers—a minority within the trucking industry as a whole—persist in overloading their gargantuan rigs. Recently several hundred drivers openly challenged highway regulations by parking their "boxcars" on the Pennsylvania Turnpike and asserting that they would not turn a wheel until either the legislature upped the gross weight limit or the authorities stopped enforcing the law. This demonstration was broken up only when Pennsylvania's Governor Duff ordered state police to "haul or bulldoze" offending vehicles off the highway.

Spokesmen for the trucking industry pooh-pooh overloads as a cause of pavement damage, insist instead that the weather is to blame. But a 10-mile stretch of U. S. 66, the main

route between St. Louis and Chicago, is a typical proof to the contrary. Pounded day and night by heavily burdened trucks and trailers, the two outer lanes of this four-lane highway have been smashed to pieces, whereas the two inner lanes, traversed by lighter passenger cars, are still in good condition.

Although it usually takes repeated overloads to destroy a highway, a single load, if big enough, may turn the trick. During the war a certain utility company received permission to move an especially massive piece of machinery over Indiana's highways. There was no apparent damage at the time but it soon began to show up. Two years later you could trace the exact route of this truck across the state by a trail of cracked and broken pavements.

Long-distance trucking has more than doubled in the last 10 years, and today the trucking industry employs more people than the railroads. Regular truck lines now link San Francisco with Chicago, Boston with Dallas, Minneapolis with Atlanta. Sixty per cent of this year's Florida citrus crop will move north in trucks. Even steel is shipped out by truck—as much as 30 per cent of the steel produced by certain mills.

According to a federal official, at least one long-distance truck out of every four breaks the weight laws of the state through which it is passing. A truck flagged down recently by the Pennsylvania police was loaded to three times the legal limit. In another instance, outside Pittsburgh, patrolmen picked up a truck bound for New Jersey with a cargo of sheet steel 35 tons above the legal limit.



"The Rape of Our Roads" is a factual, eye-opening exposé of the incredibly costly damage being done to America's highways by overloaded trucks. It was written originally by Frederick G. Brownell for the Buffalo (N. Y.) Evening News and was reprinted in the June, 1950, issue of Reader's Digest. It is presented here through the courtesy of those publications.

Released in bond, the driver continued on his way, doing irreparable damage to much of the highway he traversed.

Many of the first-class highways are built of concrete slabs nine inches thick, and they will normally stand up under an indefinite number of loads as heavy as nine tons per axle (the maximum load allowed in two-thirds of the states). Colorado's highway engineers have determined that pavements exposed repeatedly to axle loads in excess of nine tons crack up ten times as fast as those not subjected to such strains. Other state engineers have estimated that it costs from 14 to 17 times as much per mile to repair a road habitually used by heavy trucks and trailers as one that commonly bears only lighter vehicles.

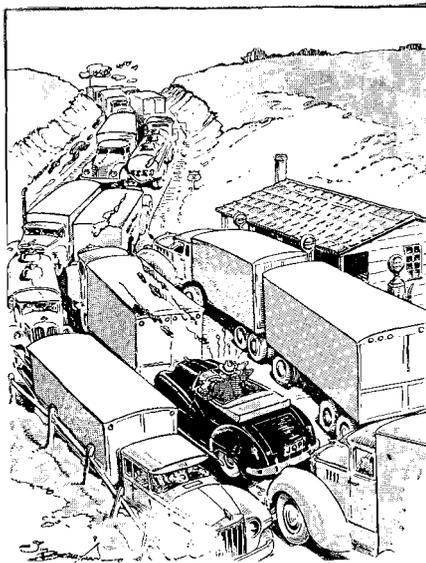
Yet weights from 13 tons to more than 20 tons per axle are frequently reported. In some states violations have become a general practice. In Louisiana recently, 66 per cent of the loaded five-axle tractor-trailers weighed during a checkup were found violating the law.

"Pumping" is what destroys most concrete pavements. The familiar "thump!—thump!—thump!" as your tires pass over successive pavement joints is the tip-off that the highway has begun to "pump." Pumping starts with the almost imperceptible flexing of a concrete slab as an extra-heavy vehicle passes over it. Moisture beneath the slab is forced out at the joints, bearing with it particles of soil. Each time the pressure is reapplied, more muddy water is squeezed out, until a cavity is formed and the slab starts to seesaw. Soon corners begin to crumble and eventually the slab is reduced to a broken jumble.

Most states from time to time set up check points where trucks are weighed and the drivers of overloaded vehicles arrested. But truck operators keep one another posted on when and where weighing is taking place. The first driver to pass a newly established check point warns trucks moving in the opposite direction by flashing his lights or wigwagging with his arms. At the next filling station he alights and phones the news to his dispatcher.

Gas-station proprietors, lunch wagon operators and other roadside entrepreneurs gang up with the truckers to outwit the police. Near Elgin, Ill., the highway patrol discovered a placard at the road's edge reading, "Weighing One Mile Ahead," placed there by some local conspirator. Between Washington, D. C., and Rich-

ARE WE COMING TO THIS ?



mond, Va., I was shown a truck stop with a brilliant neon sign. "It may be just a coincidence," a Virginia highway official remarked, "but the only time we ever see that sign lighted is when we're weighing on Route 1."

Forewarned drivers often move illegal loads on week ends—when weighing stations customarily are closed—or simply wait until check-weighing ceases. Near Conneaut, Ohio, not long ago, more than 300 trucks were parked along a stretch of U. S. 20 just west of the Pennsylvania line, while a few miles eastward Pennsylvania police manned their scales and looked in vain for customers. On another occasion, when weighing in Virginia continued for several days, scores of drivers unhooked their trailers and drove their tractors back for second loads.

Impatient drivers and those with perishable cargoes may attempt to detour around weighing stations onto secondary roads. There the ponderous rigs inflict even greater damage. Detouring trucks have broken down hundreds of miles of blacktop built to accommodate only farm vehicles. They also have caused an alarming increase in broken bridges on country roads. Indiana alone has been losing an average of one bridge per month from overloaded trucks detouring to evade the law.

But besides wreaking highway damage that runs into hundreds of millions of dollars every year, these overloaded juggernauts are the cause of many fatal and near-fatal accidents. As they climb the slightest hills at a tortoise pace, the drivers of cars behind them become impatient and pull out of line to pass.

State police report this as a common cause of highway accidents. Other accidents occur when brakes strained beyond their limit by overloads, fail to hold on downgrades, or when drivers allow their overloaded behemoths to pick up speeds as high as 80 miles an hour on long descents.

A midwestern operator told me frankly that he expects to go on overloading as long as he can get away with it. Said he: "You can't make any money trying to stay legal." There is, of course, more profit in overloads.

By toting only five illegal tons of freight per trip, one truck may yield up to \$12,000 extra revenue a year. And operators of overloaded trucks can undercut rates established by legitimate haulers who may have to choose between violating the law or losing their shirts.

Recognizing the peril to themselves in the growing protests, the American Trucking Association recently pledged full cooperation to state police in enforcement efforts. A formidable barrier to enforcement is the conflict between weight requirements of the various states. Massachusetts limits the gross weight of the largest type of vehicle to 25 tons, whereas next-door Rhode Island allows 40 tons. Nine tons is the maximum axle load that is legal in a majority of states; but Delaware allows 10 tons; Maine, 11 tons; New York, 11.2 tons. Pennsylvania has 53 separate weight classifications for different types of trucks.

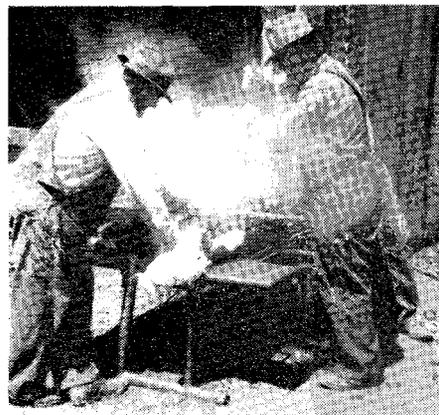
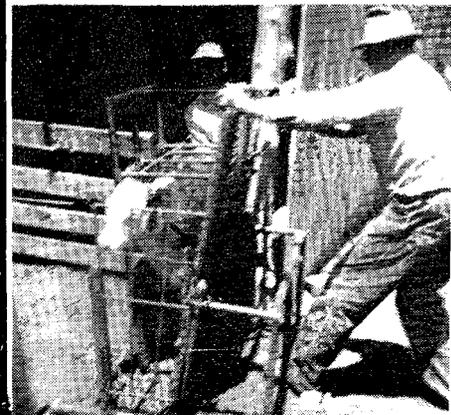
Aroused citizens could force some regional uniformities in state laws, strengthen the hands of law-enforcement officers and halt a threatening Congressional move for federal regulation of the trucking industry. Such a surge of public opinion is long overdue. After all, roads being destroyed are paid for by your tax dollars and used by your family car.

The extreme interest of a city such as Sioux Falls and a state such as South Dakota in railroads is due to the distances we are from many markets. The railroads must haul the abundant products of our fields, our pastures and our factories to the markets. They must carry to us in return the products obtainable elsewhere. Without the carriers, our economic lives would require a complete readjustment.

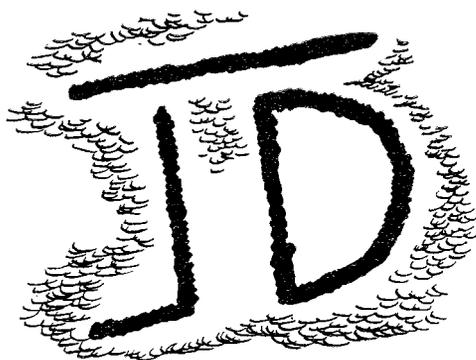
So it is to our advantage to work with the railroads and to understand them.

We should cooperate with them in the adjustment of their problems. We should see to it that unfair regulations are not imposed. We should work with them in curbing burdensome red tape. We should see that they are given a good opportunity to exist and thrive.

—Sioux Falls (S. D.) *Argus-Leader*,
April 3, 1950



THE MARK OF A GOOD STEER



ARTICLE and PHOTOGRAPHS

by **DON RUE**,
*Freight Service Inspector,
Harlowton, Mont.*

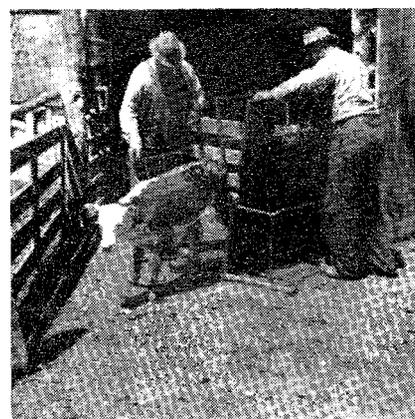
THE cattle industry gives The Milwaukee Road a considerable amount of revenue: Cattle are hauled to feed lots and markets; fresh and processed meats are shipped all over the nation; other by-products are hauled, as well as goods related to the raising of cattle. Therefore, my story deals with the origin of a carload of beef.

The spring roundup on the western ranges, according to legend, song and cinema, is a colorful pageant featuring picturesque cowboys on agile cow ponies, who skillfully cast unerring riatas about the necks of bawling juvenile bovine and yank the protesting victims to the branding fire where the owner's brand is indelibly seared on the calf's hide. In modern ranching we find a peculiar circumstance wherein these age-old methods are used for marking the herds, but

achieved by ultra-modern methods.

Such is the case at the Cottonwood Ranch, near Harlowton, where owner L. J. Dahl marks new additions to his herd in this fashion. As the pictures accompanying show (beginning above, left), the unsuspecting calf is driven into the up-to-date branding table; Mr. Dahl clamps the protesting victim on the table and turns it onto one side so the branding and vaccinating can be accomplished with a minimum of struggling and confusion; next, the branding iron is applied, searing the reverse LD Bar on the calf; the branded animal is released and runs to rejoin his mother.

This fall The Milwaukee Road will haul a lot of steers bearing the reverse L D Bar, and the Milwaukee family at many places will eat steaks from the Cottonwood Ranch's yearly crop of good steers.



STATION NAMES ON THE MILWAUKEE ROAD



Eau Claire, Wis.

OLDTIMERS say that this town was originally christened "Clearwater," but that the local French people persisted in calling it "Eau Claire," which means the same thing, and so it was changed to the latter. The legislature granted a charter to incorporate it as a city in March, 1872.

Freeport, Ill.

Story tellers would have it that the maritime flavor of this name, so curious in a farming community, was the result of a heated argument between William "Tutty" Baker and his good wife who settled in 1835. Baker was hospitable to a fault and his penchant for sharing the family's meals with



every wayfarer finally brought an outburst from his long-suffering spouse. She is reported to have upbraided him in words something like these: "This place is getting to be a free port for everyone along the trail. Better call it 'Freeport' and have done with it."

Musselshell, Mont.

Cattlemen marked a crossing on the north bank of the Musselshell River in 1877 and here herds of Texas long-horns purchased by Montana ranchers were bedded down before the final stretch of the long drive north. The store and post office established on the opposite shore became the site of the present town. Early settlers were spared the Indian forays that harassed other pioneer communities because the warriors believed that the valley was haunted by evil spirits. The Musselshell River was so named by the Lewis and Clark expedition in 1805.

Rockford, Ill.

The Rock River which bisects this city was once the dividing line between two rival communities, the one founded by Germanicus Kent and Thatcher Blake in 1834, the other

established the following year by Daniel Haight. They merged in 1839 and named the town for the rock bottomed ford used by the Chicago-Galena stagecoach line. Most of the settlers were New Englanders. The large Swedish population of the present dates from 1852 when the Chicago and Galena Union Railroad reached the town. The story is that the Swedish immigrants were headed for the West but settled down when their railroad tickets would take them no farther.

Osage, Ia.

To show that a name can occasionally be misleading, let it be known at the outset that this town was *not* named for the Indian tribe. In a gallant tribute to pioneer womanhood it was originally named Coral, for the daughter of Dr. A. H. Moore,



the man who drew up the town plat. Somehow the plat was never recorded. That was in 1854 and on a plat filed later by an Eastern investment trust the name was replaced by that of a banker, Orrin Sage (O. Sage) of Ware, Mass.

Durand, Wis.

The original townsite of Durand was in a valley to the north, but two discouraging years of spring floods forced the settlers to move to its present location on the Chippewa River. It was laid out by Myles Durand Prindle in 1856. In lumbering days it was a busy and exciting river port, flaunting a reputation for license and gun-

play. Notorious bad actors of that period were the outlaws Ed and Lon Williams who turned up periodically in dramas of horse stealing and robbery. Ed ran afoul of vigilantes and was hanged from an oak in front of the courthouse. The tree, still standing, is a reminder of one of Wisconsin's few lynchings.

Le Claire, Ia.

This Iowa town is a monument to Antoine Le Claire, great-grandson of a Potawatami chief and founder of the nearby city of Davenport. Originally it was two small villages named Le Claire and Parkersburg. When



a hamlet called Middletown shortened the distance between them, all three decided to incorporate, choosing for a name that of the pioneer benefactor. The father of Buffalo Bill Cody was an early settler in the county. Buffalo Bill was born on a farm near the outskirts of Le Claire [Feb. 26, 1846] and spent his boyhood in the village.

Wessington Springs, S. D.

Nestling in the picturesque Wessington Hills, the settlement here took its name from the hills and the surrounding mineral springs. The Wessington Hills were named for a pioneer who was tortured to death by Indians in 1863. In the early days they were a hide-out for cattle rustlers and renegades. Law and order arrived in 1880 when a small but courageous group of settlers conceived the idea of establishing a town to be founded on a "strong, pure basis of temperance, education and Christianity." The Wessington Springs Junior College, a Free Methodist school founded seven years later, is a testimonial to their success.

July, 1950

Mazomanie, Wis.

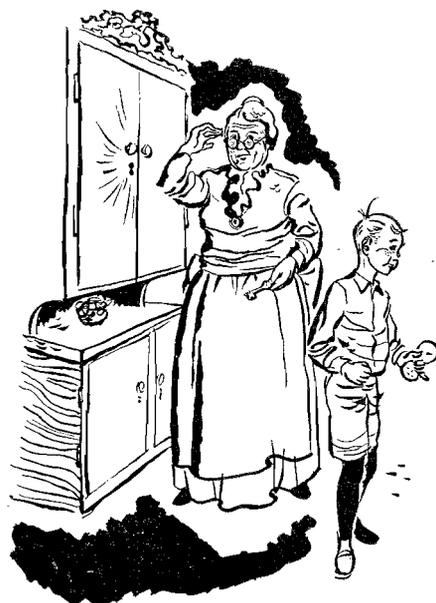
The open plain which became the site of the town of Mazomanie knew the moccasined tread of many explorers, fur traders and missionaries. First settlers were three members of the British Temperance Emigration Society who arrived in 1843 and built for other members who were to follow. A party of German immigrants came later and proceeded to build houses in the style of their homeland, some of which can still be seen near the railroad tracks. The name Mazomanie is an Indian word meaning "the iron that walks."

Blue River, Wis.

This town derives its name from the Blue River, on which it is located. The river was so named because it twisted and turned its way through a farm owned by a family named Blue. Earliest settlers were the members of the Homewood family who came from New York at the close of the Civil War.

Chillicothe, Mo.

The Shawnees had a word for it—Chillicothe, "the big town where we live." Pioneers who trekked westward and settled here in 1837 named the town for their home in Ohio. Subsequently it became the county seat, and the completion of the Hannibal & St. Joseph Railroad in 1859 brought it into further prominence. Chillicothe claims a number of notable persons, among them the Sloan brothers, Earl and Foreman, who achieved fame as the purveyors of "Sloan's Liniment." The Sloans operated a livery stable between 1870 and 1872. Their liniment which was so effective for humans was originally compounded to relieve sprains and bruises in horses.



Appleton, Wis.

In 1847 pioneering Amos A. Lawrence put up \$10,000 for the establishment of a Methodist college at this point on the Fox River rapids. The site was known at that time as Grand Chute. The following year a sawmill was built and Grand Chute became Appleton, renamed for Lawrence's Bostonian father-in-law.

Today the city is both a college and industrial center. Six big paper manufacturing plants account largely for its prosperity and Lawrence College is a leader in education among denominational schools. The late Harry Houdini was born in Appleton. It is recalled locally that an early manifestation of the technique which later made him famous as a magician was his skill in raiding his mother's pastry cupboard. Pies and cookies disappeared but the lock never betrayed any signs of tampering and it was only through circumstantial evidence that the boy's peculiar genius was discovered.

Monona, Ia.

In this community the town-naming fathers decided to immortalize the legend of the Indian maid, who, believing that her white lover had been killed by her people, plunged from a high rock into the waters of the Mississippi. The grief-stricken one, they were informed, was named Monona. Too late they discovered their error—that the girl's name was Winona—but they stubbornly clung to the original.

Count that day won when, turning on its axis, this earth imposes no additional taxes.—
Franklin P. Adams.

July 31 Retirement Date for A Number of Officers

AMONG the officers and supervisors retiring this month are the following well-known individuals. All of them have an impressive number of years of service to their credit and take their leave on July 31 with the best wishes of the many officers and employees who know them:

Charles T. Jackson, chief engineer of the Road, was born in Miami, Mo. (July 13, 1881), and attended the University of Missouri, from which he received a bachelor's degree in civil engineering in 1903. Immediately following his graduation he entered Milwaukee Road service as an instrumentman on location at Helena, Mont. In 1905 he was appointed locating engineer and in 1907 he became assistant engineer at Butte. He was subsequently transferred to Milwaukee as assistant engineer but he returned to Montana in 1911 as locating and district engineer at Lewistown. In the period between 1911 and 1919, when he took up permanent headquarters in Chicago, he held various positions on location and construction work in the West. He was appointed assistant chief engineer in 1939 and assistant chief engineer, system, in 1947. His appointment as chief engineer became effective Jan. 1, 1950.



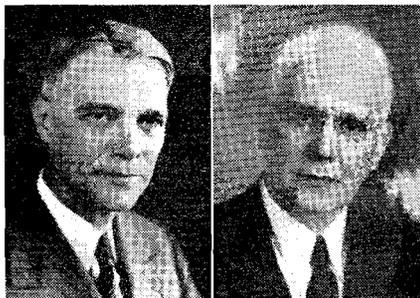
C. T. Jackson

In the Chicago area Mr. Jackson's reputation as an engineer is almost overshadowed by his reputation as an avid golfer. He is one of the few hardy followers of the sport who play the year 'round, weather notwithstanding, and for the past 15 years he has missed but two week end games. Last year he won the Chick Evans amateur trophy at his home club. He and Mrs. Jackson are remaining in Chicago until Sept. 1 when they plan to move to a home they own in Columbia, Mo., and where Mr. Jackson is already enrolled as a member of the local golf club.

George W. Loderhose, freight claim agent, Chicago, dates his railroad service from Jan. 1, 1900. He is a native Chicagoan, born on Feb. 2, 1885, and his first position was in the Road's Chicago freight auditing department. However, he was employed there only

a short time when he transferred to the Rock Island. Serving that line in various capacities, he eventually became assistant general superintendent of freight claims. In 1918, under federal administration of the railroads, he returned to the Milwaukee as assistant freight claim agent. He was promoted to department chief in 1933.

Mr. Loderhose has been active in committee work for the Freight Claim Division of the A.A.R., serving with distinction in a number of administrative posts. Recognition for his long and meritorious service was acknowledged with his appointment as chairman of the division in March, 1949. He is a resident of Park Ridge, Ill., but when leisure permits, he and Mrs. Loderhose will transfer many of their interests and activities to a home they own in the Wisconsin northwoods country, near Minocqua.



G. W. Loderhose

F. H. Allard

Frank H. Allard, assistant to vice president—personnel, entered Milwaukee Road service as a freight trainman, starting at Dubuque, Ia., in 1904. He was promoted to conductor on Mar. 29, 1911, and to trainmaster on Apr. 1, 1918. In the latter capacity he served in turn on the old Racine and Southwestern Division, the Illinois Division and the Kansas City Division. On Mar. 1, 1924, he was appointed staff officer to the general manager and as such served an apprenticeship in personnel management under Cyrus M. Dukes. He became assistant to chief operating officer of the Road with headquarters in Chicago on May 1, 1938 and on Dec. 3, 1945, following the termination of the Road's trusteeship, he was appointed assistant to vice president.

During Mr. Allard's train service he served for many years as local chairman and secretary of the B. of R. T. He is an acknowledged authority on labor matters.

George H. Hill, superintendent of the Idaho Division, is a native of Iowa, born at Clinton in 1884. He started his railroad service on July 4, 1897, as a station helper at Delmar Jct. In 1900 he became a telegrapher and in 1903 a train dispatcher, serving in the latter capacity and later as chief dispatcher until 1924, when he was appointed trainmaster of the Idaho Division. In January, 1928, he was promoted to superintendent of the Bellingham Division and in June, 1929, to superintendent of the Chicago and Milwaukee Division at Milwaukee. Starting in November, 1930, he served in succession as superintendent of the Trans-Missouri Division, assistant superintendent of the Idaho Division and superintendent of the Coast Division. His appointment to the position of superintendent at Spokane became effective in June, 1943.

Mr. Hill's long service to the railroad is distinguished by the fact that under his supervision the Idaho Division finished first in the 1946 and 1947 division safety contests, thereby winning permanent possession of the President's Safety Trophy. This record is still unmatched on the system. For the future Mr. and Mrs. Hill plan to remain in Spokane where they have two married daughters and six grandchildren.

F. Theodore Buechler, superintendent of the Superior Division, was born in Chicago but spent his boyhood in Brownton, Minn. He attended grade and high school there, following which he learned telegraphy from the local agent. His railroad service, all with The Milwaukee Road, started on Nov. 2, 1902, with his first job as operator at Stewart, Minn. In 1909 he was promoted to train dispatcher at Aberdeen, S. D., and in 1916 to chief dispatcher at Mitchell, S. D. Subsequently he served in the latter capacity at Aberdeen and Montevideo, Minn. In 1924 he was appointed trainmaster of the La Crosse Division, in 1926 assistant superintendent of the Twin City Terminals and in 1927 superintendent of the old Sioux City and Dakota Division. He moved to Green Bay as superintendent in 1932.



G. H. Hill

F. T. Buechler

On the subject of his retirement, Mr. Buechler says:

"After approximately 50 years of service and training for it, I expect to take a few months' vacation before planning any future activity. Mrs. Buechler and I like Green Bay and the Superior Division people and plan to continue our affiliations there, provided we can fix upon some activity which will be desirable to both of us.

"I expect to live in happy remembrance of my past association with the railroad and to continue the fine relationship which I have learned to enjoy all through my life."

Roy G. Bundy, tax commissioner of the Road, was born at Whitewater, Wis., in 1884 and educated at the University of Wisconsin and Marquette University College of Law. He entered railroad service for the first time in the summer of 1906, working as an axman and rodman for the CM&StP, but left to take a job with the Bitter Root Valley Irrigation Company and subsequently with the engineering department of the city of Spokane. For a time he was also employed as an assistant engineer on the Northern Pacific and as a draftsman with the Panhandle Power Company.

In 1911 he joined the Milwaukee Road force, in Milwaukee, Wis., as an assistant engineer but almost immediately transferred to the tax department. He was promoted to chief clerk in 1913 and to tax agent in 1921. When the department was moved to Chicago in 1937 he retained the latter position. He was appointed tax



R. G. Bundy

R. C. Dodds

commissioner on Jan. 1, 1949. In addition to his work for the railroad he has also served as secretary-treasurer of the Western Association of Railway Tax Commissioners since 1948.

Following his retirement, Mr. Bundy intends to make his home in Elgin, Ill. His plans for the future will begin with a leisurely tour of Florida and the West Coast.

Ray C. Dodds, superintendent of the Iowa & Dakota Division, retires after a half century of railroad service which reflects a more-than-average range of experiences. He was born at Shannon, Ill., on June 16, 1884, and was graduated from high school in 1901, after which he attended a business school in Des Moines. It was while he was completing the latter phase of his education that he was hired by the Milwaukee as a helper, but he left in a short time to go with the Northern Pacific as a telegraph operator. For a time he was also employed in the general office of the Union Pacific at Omaha.

Returning to the Milwaukee in 1909, he served first as telegraph operator and train dispatcher, then as chief dispatcher. In 1924 he was appointed trainmaster and served in that capacity at Madison, Wis., Portage, Wis., Sioux City, Ia., and Aberdeen, S. D., until 1929, when he became assistant superintendent of the Iowa Division. Following a stint as assistant superintendent of the Kansas City Terminals, he served in turn as superintendent of the I&SM Division (1937), superintendent of the Kansas City Division (1938), superintendent of the H&D Division (1939) and a return engagement as superintendent of the I&SM (1942). He has occupied the position of superintendent at Mason City since July, 1947.

G. W. Loderhose Reports Decrease in Freight Claims

SPEAKING before the 59th annual business session of the freight claim division of the Association of American Railroads at Richmond, Va., recently, Freight Claim Agent G. W. Loderhose, Chicago, who is chairman of the A.A.R. unit, revealed that 1949 was a year of substantial achievement in claim matters.

Freight loss and damage claim payments made by United States and Canadian railroads were lower by \$21,545,952, or a 15.9 per cent reduction over the 1948 total. An improvement was also noted in the suspense

LAST RIDE WITH GRANDPA

The Cover

WHEN George Bowles, veteran LaCrosse & River Division conductor, made his last run on No. 58 Memorial Day, he had unexpected company. His four grandchildren—Cynthia, 8; Bill, 6; Priscilla, 10; and Don, 12, got aboard the train to ride as far as LaCrosse with him. The youngsters are the children of Mr. and Mrs. Donald Bowles of Minneapolis.

Conductor Bowles spent 46 years on the River Division. The picture appeared originally in the Minneapolis Star.

account which was cut \$22,849,293 to \$15,029,347, a reduction of 34.2 per cent. The number of new claims presented was 23.4 per cent less than the number filed in 1948 and the number of unpaid claims on hand dropped to 360,678 (down 27.8 per cent), the lowest total in several years.

Although this comparison of figures was very encouraging, Mr. Loderhose stressed the need for continued vigilance to further reduce expenses.

"While the tide has turned," he said, "who will say that we should now just float with the current? Should not this evidence of what can be done rather stimulate a still greater effort to get this waste down to the point where we can point with pride to a normal account?"

"When the claim expense equals one-fourth of the net income of all Class I railroads in the United States, as it did in 1949," he continued, "we must temper our satisfaction by some sober thinking on how acute the condition still is and where and how we can do our part in changing these loss dollars into profit ones."

Mr. Loderhose will retire from his position as the Road's freight claim agent on July 31.



Railroading in Stampdom

IF YOU are a philatelist—in plain English, a collector of postage stamps—and have in your collection a two-cent carmine and black stamp featuring the world-famous locomotive No. 999 highballing the “Empire State Express,” you have one of the most intriguing stamps in any railroad enthusiast’s collection. But if the train is pictured upside down, then brother, you have something you can swap for an all-expense tour around the world!

There are not many of these inverted “999” stamps in circulation, but the few that do exist are members of the Royal Family of Stamp-

dom. One of them has been known to bring as high as \$2,500 at a stamp auction.

For the philatelist who likes to “go topical” and for the millions of railroad people and enthusiasts throughout the world, there is a tremendous fascination in collecting railroad stamps. And there are lots of them, too. According to one authority, 98 countries have issued well over 1,000 railroad stamps to date.

These stamps portray hundreds of different railroad subjects. Among them are beautiful reproductions of locomotives, trains, railroad bridges, track workers, signal bridges, tunnels,



A recent issue from the Belgian Congo.



A railroad commemorative travels by air.



An early locomotive amid the palms of Djibouti.



Miss Gertrude Schoyer, secretary to A. N. Whitlock, vice president and general counsel, shows a photographic enlargement of the new “Casey Jones” commemorative issue to fellow stamp collectors in the law department in Chicago. Standing, left to right: W. L. Hunter, assistant general solicitor; O. G. Edwards, assistant general counsel; and Mrs. Ruth E. Hall, file clerk. Miss Schoyer’s book of stamps is opened to the page on which she has mounted a group of four “Casey Jones” stamps. She and Mrs. Hall collect for themselves, while Mr. Edwards collects for his son Benjamin, of Seattle, and Mr. Hunter, a former collector in his own right, pursues the hobby principally for his son, Carl J., 15.

train ferries, and even the wartime bombardment of a Danish railway junction. Some are engraved; others are produced by standard typeset and press printing, by embossing, photogravure, lithography or offset.

New Brunswick holds the distinction of being the first country in the world to produce a railroad stamp. Her one-cent stamp issued in 1860 features a typical “puffer” of that period. The second railroad stamp to appear was issued by the United States Government. It was printed in 1869, the year that the first transcontinental rail route was opened, and is an ultramarine three-center. On it is depicted a 4-4-0 type locomotive with a “balloon stack,” which was so distinctive in design that it came to be known as the “American” type.

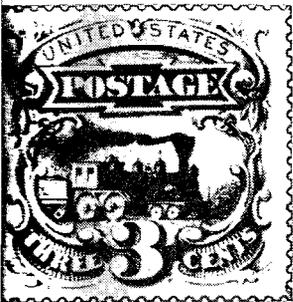
The 1869 “American” issue was reissued in blue in 1875. The following year a series of four stamped envelopes was printed to commemorate the centennial of American independence. While three of these seemingly identical envelopes are relatively easy to obtain, one of them—if you can find it—cannot be purchased for less than \$1,000.

Twenty-five years passed before another United States railroad stamp appeared. In 1901 the “Empire State Express” stamp was issued to commemorate the Pan American Exposition being held in Buffalo. The in-

Japan commemorated 70 years of railroading in 1942.



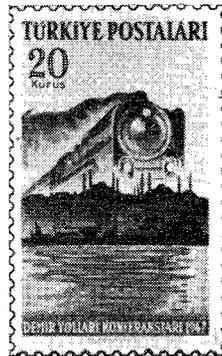
One of Austria's modern steam locomotives.



The first railroad stamp issued by the United States.



A Belgian locomotive engineer at the throttle.



One of Turkey's sleek streamliners.

verted train already referred to was produced as the result of the center plate being inserted upside down during the printing. Another curious feature of this stamp is that when the center plate was reassembled it was locked so loosely during the printing that the train then appeared in a great number of varying positions.

Collectors immediately spotted this oddity and a few now take delight in arranging these stamps on pages so that the express train is shown in progressive stages of its run—first emerging in the right-hand corner of the stamp and finally disappearing at the left. These "progressive" stamps are not found very often, and even then they are obtainable only in blocks of four with plate numbers still attached, in order to guarantee their authenticity. Needless to say, collecting these oddities can be undertaken only by the well-to-do philatelist.

During 1912 and 1913 three parcel post stamps were put out by the United States. They depicted a railway postal clerk operating a catcher arm picking up a mailbag, a mail train, and a manufacturing plant with freight cars on the siding. More recent issues include the 1944 railroad commemorative issued by the Post Office which features a painting of the golden spike cere-

mony at Promontory, Utah, two composites in 1947 of early and modern mail-carrying vehicles, and the 1948 stamp which shows a train passing over the railroad bridge at Niagara. While the American Bankers Association stamp of 1950 cannot be considered a railroad stamp, its design nonetheless includes a Diesel-powered train.

The most recent railroad stamp to be issued by the Post Office department is the 1950 commemorative honoring the railroad (locomotive) engineers of America and it features Casey Jones, the hero of the famous song. It is one of the very few maroon-colored stamps in American postal history. Further, this is the first time in American history that a group of railroad men has been honored by the issuance of a postage stamp. Sixteen stamps in which railroad motive power and other equipment are featured or shown incidentally have been printed by the United States to date.

When one considers that 98 different countries have issued railroad stamps, it is interesting to discover that tiny Belgium with only 3,079 miles of railway lines, has printed more railroad stamps than any other country in the world. The first of Belgium's 262 stamps honoring her railroads appeared in 1879. Among the more interesting portrayals are

winged wheels on rails, a track worker adjusting tie plates, an engineer in the locomotive cab, and a railroad crossing.

Since railroading in numerous countries of the world is now about 100 years old, many special issues commemorating centennials and other anniversaries have appeared in recent years. For example, Bulgaria issued four colorful stamps in 1939 to mark the 50th anniversary of her state railways. One of the more well known in the series is a dark blue one showing Tsar Boris III in military uniform, peering out of the cab window of a modern steam locomotive.

The evolution of the steam locomotive was first shown in a series of stamps in 1933 when the Egyptian Government authorized the issuance of four stamps to honor the delegates to the International Railway Congress then meeting in Cairo. Although lithographed in rather somber colors, the contrast between the "teakettle" of 1852 and the big "jack" of 1932 is striking.

Latin Americans Make Contribution

Our Latin American neighbors recognize the importance of rail transportation in their national economies, and their contribution to railroad philately is considerable. The first railroad stamp issued in South America was produced by Peru in 1871. This stamp, in brilliant scarlet and artistically designed, features an early "puffer" atop the heraldic shield of Peru. In 1936 Peru gave honor to the first locomotive used on the South American continent. The locomotive "La Callao," placed in service in 1851 and closely resembling an early American locomotive, was pictured on a gray and black postage stamp.

Ecuador has issued many fine railroad stamps. In fact, Ecuador issued a 4-6-0 locomotive on a reddish brown stamp in 1908 which is considered one of the finest stampic reproductions of railroad motive power ever made. This little stamp is a gem in any collection.

Strange as it may seem, the iron horse has been given recognition in a number of air mail issues. Approximately 40 railroad stamps fall within this category. With the exception of five Manchukuoan, Iraq and Romanian issues, all of them were produced by Latin American countries. A delightfully humorous stamp in this group is the Costa Rican air mail issue of 1947. This blue-green and black engraving was issued to commemorate the 50th anniversary of the Ferrocarril del Pacifico—an

1850 CENTENNIAL "QUOTES" 1950

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



H. Sengstacken

Chamber of Commerce of Iron Mountain, Mich., on June 7. Speaker—H. Sengstacken, passenger traffic manager, Chicago.

"More than three score years have passed since we became part and parcel of this community and we feel that our growth and your development have a mutual basis. As a neighbor of you good people and as a citizen of Iron Mountain, your problems are our problems and your success is our success and gratification . . .

"Because we are a highly regulated industry, the railroads do not have the same freedom as other industries in fixing charges. Our rates are subject to regulation and there always is a substantial lag between increase in costs and any increase in rates to offset them. But if we are to escape the misfortune of government ownership, we must be permitted to

Railroading in Stampdom

(Continued from preceding page)

electric railroad—and it features a steam locomotive!

Inasmuch as most stamp dealers are reluctant to break a set, the collector must usually shop around in order to fill his needs. Most railroad issues can be obtained at reasonable cost. The value of a stamp depends upon such factors as its state of preservation, the number in circulation, and the demand, which is often controlled by collectors themselves.

Stamps without perforations are more valuable than perforated ones, for only a few sheets ever slip through the perforating machine without having these holes punched. But any error or oddity makes a stamp valuable, so dust off your magnifying glass carefully and take a studied look at your railroad stamps. Many oddities—treasured ones, too—may be hidden there. Can you spot them?

earn operating costs plus a fair return on our investment.

"I bring this problem to your attention for the reason that it is a matter in which we need your moral support. If the public is properly informed on this issue, I feel certain that you will give us the support we need to obtain a fair return."



C. F. Hanson

Chamber of Commerce of Port Angeles, Wash., on June 5. Speaker—C. F. Hanson, assistant general attorney, Seattle.

"I read the other day that the Port of Seattle is going to put up a new building at the airport to handle increased air freight business. That building will be paid for by the taxpayers. Yet, I imagine there would be considerable protest if we asked them to lay a new track for us, or build a freight station . . .

"The railroads can compete with other forms of transportation if they have an equal chance . . .

"Aside from the problem of subsidized competition, the two biggest threats to the continued ability of the railroads to serve the public are the low rate of return on their investment and the threat of government ownership. During the past 25 years U. S. railroads have averaged a re-

turn of 3.6 per cent on their investment, and at that rate I question whether any businessman would say that the railroads are rolling in profits."



J. P. Kiley

Kiwanis Club and Chamber of Commerce of Dubuque, Ia., on June 12. Speaker—J. P. Kiley, vice president—operations, Chicago.

"I am always happy to be in Iowa, because some of my earliest happy recollections are of this state. When I was a very small boy I spent some vacations with an aunt and uncle who had farms near Hartley, Ia. My aunt, who is one of the real Iowa pioneers, is now 94 years old and is living in Sibley, Ia., so I really do feel at home in Iowa and it is a real pleasure for me to be in Dubuque today.

"The Milwaukee Road and Iowa have grown up together. Iowa was admitted to the Union in 1846, just four years before our railroad got its start at Milwaukee; and 13 years later, in 1859, the first section of track that was to become a part of our system in Iowa was built just west of here between Farley and Sand Springs.

"Of course, we cannot match Dubuque itself as a pioneer, as that was the first settlement of white people in the State of Iowa, but we did reach Dubuque in 1871 when our predecessor, the Chicago, Dubuque and Minnesota Railroad Company built its line from Dubuque to the Iowa-Wisconsin state line. Dubuque, as you know, is the oldest town in Iowa, having been settled in 1788 by Julien Dubuque. It was incorporated as a town in 1841.

"Today, scarcely a farm in Iowa is more than six or eight miles from a railroad station, and only three other states in the Union (Texas, Illinois and Pennsylvania) have greater railway mileage. . . .

Mayor Clarence P. Welu of Dubuque presents Vice President Kiley with the "key to the city" at the Centennial luncheon honoring The Milwaukee Road.





Superintendent J. A. Jakubec and George Neu, division freight and passenger agent of Aberdeen, greet officials of The Milwaukee Road as they arrived to take part in the Centennial dinner sponsored by the Aberdeen Chamber of Commerce. Left to right are H. L. McLaughlin, Minneapolis, general northwestern freight agent; Harry Sengstacken, Chicago, passenger traffic manager; H. S. Zane, Chicago, freight traffic manager; P. H. Draver, Chicago, vice president—traffic; J. W. Wolf, assistant superintendent, Montevideo; H. M. Larson, assistant general passenger agent, Minneapolis; J. A. Jakubec; and George Neu. (American-News Photo).

"It seems significant to me that 1950, which marks our Centennial, also symbolizes the end of the greatest 100-year era in American development. It confirms the belief that construction of the country's railroads was the No. 1 factor in creating the opportunity for swift settlement and development of the entire nation. . . .

"Charles F. Kettering, the automotive genius, summed up the present day position of the railroads in an address at Chicago by saying, 'No matter what other forms of transportation do, or what new ones come into being, the railroads will remain the backbone of transportation. The amazing progress the railroads have made is only a promise of what they will do.'



Paul Wilson

Rotary Club of Moberge, S. D., on June 12. Speaker—Paul Wilson, general freight agent, Seattle.

"Despite the great progressive strides made in the past, it is important that The Milwaukee

Road never slacken in its practice of constant improvement in facilities, tools, new ideas and materials; and it will continue to emphasize to its employes and the public the need for caring for and using these tools to the fullest extent. . . .

"The future is bright. We can expect great things because of the speed at which we are traveling. Yet,

intermingled with the promise of future blessings is the prospect of war being forced upon us. We need supremacy today. We need leaders capable of facing the situation. Our future depends upon our leadership."



P. H. Draver

Chamber of Commerce of Aberdeen, S. D., on June 13. Speaker — P. H. Draver, vice president - traffic, Chicago.

"Aberdeen has a rather unique significance to The Milwaukee Road, and I think The Milwaukee Road has a similar significance to Aberdeen, as the city was named in honor of Aberdeen, Scotland, that being the native city of Alexander Mitchell who was president of our railroad when it was built into Aberdeen in 1881, eight years before South Dakota was admitted to the Union. Our Aberdeen was only getting started then, as it had been settled as a community only the year before our rails reached here. Two years after the railroad arrived, Aberdeen was chartered as a city (1883). . . .

"Through the years The Milwaukee Road has expanded its system in South Dakota to the point where we now operate 1,735 miles of railroad in the state. We now have more than 2,200 employes in the state with a payroll of over \$8,000,000 and annually pay a property tax bill here of almost \$900,000. In Aberdeen alone

we have 550 employes receiving pay of approximately \$2,040,291 per year. . . .

"Our 69-year partnership with the community of Aberdeen is one of our very important assets—an asset which we intend to nurture to the best of our ability."

Kiwanis Club and Chamber of Commerce of Clinton, Ia., on June 14. Speaker — M. L. Bluhm, general solicitor, Chicago. Mr. Bluhm's address was broadcast over radio station KROS, which serves the Clinton area, during the evening of the same day.



M. L. Bluhm

"The city of Clinton and The Milwaukee Road have been partners for 70 years. Although a town was laid out on the site where Clinton now stands in 1838, this town was replatted and renamed Clinton in 1855. In the intervening period of almost a century, it has grown to become a city of 32,000 population, comprising 10 square miles of territory, and, according to Chamber of Commerce figures, having 62 industries, with 7,000 industrial employes and an annual payroll of \$14,500,000.

"The Milwaukee Road, along the Mississippi River, was built in the early 1870's by predecessor companies, and terminated at Midland Junction, Ia., from which point the railroad was built into Clinton, a distance of eight miles, in 1880. In the same year a bridge was built across the Mississippi River between Savanna, Ill., and Sabula, Ia., connecting the railroad's Illinois and Iowa lines.

"Clinton, with its many industries and fine agricultural surroundings, is a great asset to The Milwaukee Road. Likewise, The Milwaukee Road, with the service it has rendered to Clinton for the past 70 years, has meant much to the industrial development of your city. May this productive partnership continue for many years to come."



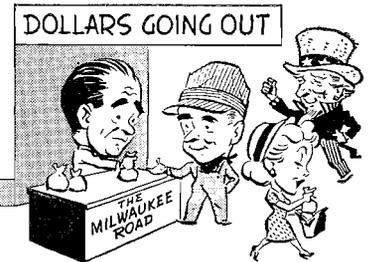
E. O. Schiewe

Kiwanis Club of Neenah, Wis., on June 14. Speaker—E. O. Schiewe, assistant general solicitor, Chicago.

"After a century of life in America, living and growing with its many friends in many



How are we doing?



	MAY		FIVE MONTHS	
	1950	1949	1950	1949
RECEIVED FROM CUSTOMERS For hauling freight, passengers, mail, etc...	\$19,951,695	\$18,694,092	\$90,816,622	\$94,652,342
PAID OUT IN WAGES	9,660,711	9,700,019	47,516,631	51,124,882
PER DOLLAR RECEIVED (CENTS).....	(48.4)	(51.9)	(52.3)	(54.0)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment insurance	586,568	603,093	2,882,257	3,159,410
PER DOLLAR RECEIVED (CENTS).....	(2.9)	(3.2)	(3.2)	(3.3)
ALL OTHER PAYMENTS For operating expenses, taxes, rents and interest	8,719,669	9,218,824	41,682,528	43,651,115
PER DOLLAR RECEIVED (CENTS).....	(43.7)	(49.3)	(45.9)	(46.1)
NET INCOME	984,747			
NET LOSS		827,844	1,264,794	3,283,065

communities, such as this one, it is no wonder that on this occasion the corporation which on other occasions perhaps seems a cold, lifeless thing, just seems to want to sing out. It seems to want to look back, and perhaps into the future a little bit, and to say, 'Although I am nothing more than an abstraction, an entity only by the grace of the law, I too am something American and am thankful for the 100 years of association with the good people of this community.'

"Our history and development, and the history and development of your state and community are closely entwined—we are almost the same age and we have passed through good times and bad shoulder to shoulder. We hope that we have earned a place in the group of industrialists produced by the state of Wisconsin, and that today we are one of Wisconsin's favorite sons. We are looking ahead to continued growth and development, to the achievement of better things, and to that end we pledge our untiring efforts and hope that each succeeding day will show that we are friends, neighbors and partners."



R. F. Johnston

Rotary Club of Oconomowoc, Wis., at noon, and the Kiwanis Club of the same city on the evening of June 19. Speaker — R. F. Johnston, general passenger agent, Chicago.

Rotary Club address: "It has been an interesting century and one of great progress in every way. It has been filled with adventure and romance, work and hardship, disappointment and success, and all of those experiences which men for centuries past have endured, overcome and enjoyed. Our greatest satisfaction comes from the fact that we have been able to offer a constantly improving transportation service, for after all service is our business. . . ."

"In carrying out our Centennial program it is certainly appropriate that we spend a lot of time in Wisconsin. It was our home state at the beginning and it still is. Here we were born and spent our early child-

hood, and here, after 100 years, during every hour of the day our rolling wheels remind you that we are still doing our part in transporting the commerce of the country, in and through Wisconsin, to and from the great Middle West as well as the Pacific Northwest, 2,000 miles away."

Kiwanis Club address: "Our growth and development over the years closely parallel your own. A century ago there were in the United States west of the Great Lakes and the lower Mississippi River about 100 miles of railroads in operation. We claim the honor of having been the first in Wisconsin, and we had our beginning not so far from here. . . ."

"Up to date our system of railroads has provided the best service available in the world and at the lowest rates that prevail anywhere. If the American people will give the subject the consideration which it deserves, I do not believe they will change the system for one of government ownership and operation."

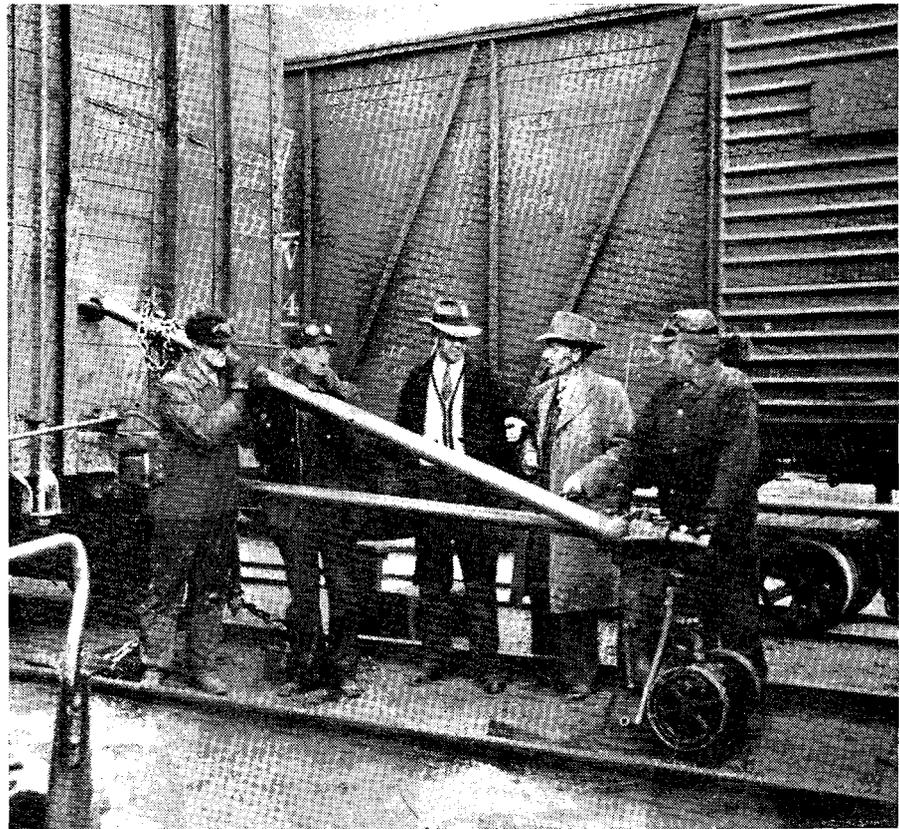
If life is what we make it, why do we make it that way?

Railroad Hour Wins Honor in "Musical America" Poll

SEVEN hundred music critics in the United States and Canada recently voted The Railroad Hour of the last fall and winter season the best operatic program on the air. In a poll conducted by "Musical America" magazine, the railroad industry's radio show took the top spot over programs that have been familiar to radio audiences for many years. The distinction places it in the company of such world-famous organizations as the New York Philharmonic Symphony, the NBC Symphony and the Berkshire Music Festival.

Personalities voted in this seventh annual national radio poll as being pre-eminent in the field of contemporary music included Arturo Toscanini, Bruno Walter, Fritz Reiner, Arthur Fiedler, Arthur Rubinstein and Jascha Heifetz. The Railroad Hour and the NBC Symphony Orchestra were the only new winners chosen in the poll.

For summer listening enjoyment The Railroad Hour will feature the musical memories of former years, beginning with the turn of the century. The program is broadcast every Monday night over the NBC network at 7:00 P.M. Central Time, 9:30 P.M. Mountain Time and 8:30 P.M. Pacific Time.



Shown discussing the operation of the car end straightener at Deer Lodge are, left to right: I. W. Pierce, carman; I. T. Luce, carman; E. M. Rose, car foreman; C. V. Peterson, district safety engineer; and A. Beck, carman.

Car End Straightener Reduces Accident Possibilities

THE accompanying picture shows a group of men at Deer Lodge, Mont., discussing the safe method of handling the Stobo Car End Straightener, a device designed for pushing back into place the ends of cars which have been bulged out beyond the allowable limit specified by the Interstate Commerce Commission.

An air-operated jack is used with the straightener, the only labor necessary in the operation being the placing of the jack and end straightener into position. Compressed air does the rest. Three men are used on this job to set up and take down the device and move it from one car to another. It has proved to be a much faster, safer and more economical way of straightening car ends than was the old method which involved coupling two cars together, placing a jack between, and bracing against one while forcing the bulge out of the other. This, of course, involved the use of heavy blocking, and at Deer Lodge alone several injuries were caused by blocks falling when pressure was released.

R. W. Anderson

RALPH W. ANDERSON, who served the Road as superintendent of motive power for more than 20 years before his retirement in 1941, died at the Bethesda Hospital, Bethesda, Md., on June 17 after a short illness. Mr. Anderson was a long time resident of Wauwatosa, Wis., but in recent years had been living at Kensington, Md., where he recently built a new home. Burial was at Kensington. He is survived by his widow and by two daughters, Miss Helen and Mrs. Ruby Pagenkopf.

Mr. Anderson entered Milwaukee Road service in 1906 as a machinist and night roundhouse foreman at Des Moines, Ia. Promotions followed rapidly and he was appointed superintendent of motive power with headquarters at Milwaukee shops on June 15, 1920. He retired from that position on Sept. 1, 1941.

The world owes no man a living. It owes him only the opportunity to carve out his own living.



Lucille Norman, favorite of concert, television and radio audiences, who is teamed with Gordon MacRae in the Summer Show Train of The Railroad Hour.

RETIREMENTS

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

Chicago General Offices

HACEK, CLARA A.
Laundress Chicago, Ill.
HENRY, SAMUEL A.
Waiter Chicago, Ill.
LEWIS, JOHN R.
Cook Chicago, Ill.
LINGENFELDER, CONRAD F.
Chief Clerk, Frt. Traf. Chicago, Ill.

Chicago Terminals

GARBARS, ROBERT C.
Trucker Chicago, Ill.
GIBSON, DeWITT C.
Machinist Bensenville, Ill.
KAMINSKI, JOHN
Ex. Gang Laborer Galewood, Ill.
KOLLISCHEWSKI, GEORGE R.
Machinist Chicago, Ill.
LUEKE, WILLIAM C.
Switchman Chicago, Ill.
MELLUM, PAUL
Machinist Bensenville, Ill.
MERKLE, JAMES L.
Car Inspector Chicago, Ill.
MILLER, LEONARD A.
Hostler Chicago, Ill.
ROHAN, TIMOTHY
Switchman Chicago, Ill.
VERBILAS, CHARLES
Ex. Gang Laborer Chicago, Ill.
WILLIAMS, EDWARD
Laborer, Loco. Dept. Chicago, Ill.

Coast Division

THALACKER, RICHARD C.
Machinist Tacoma, Wash.

Dubuque & Illinois Division

BOYCE, WALTER D.
Sec. Laborer No. Buena Vista, Iowa
BURNER, VIRGIL A.
Sec. Laborer Liberty, Mo.
CAWREY, FRANK C.
Loco. Engineer Savanna, Ill.
KRUSE, CLAUS
Sec. Laborer Sabula, Iowa
MAKI, VICTOR
Ex. Gang Laborer Spaulding, Ill.
MARTIN, EDWARD M.
Crossing Flagman Lanark, Ill.
MOBERLY, WILLIAM A.
Roadmaster Chillicothe, Mo.
SULLIVAN, MICHAEL J.
Sec. Laborer Harpers Ferry, Iowa
WHITMER, RICHARD C.
Conductor Savanna, Ill.
WIEDNER, HENRY G.
Loco. Engineer Savanna, Ill.
WILDER, MARY E.
Steno. Savanna, Ill.
WITTMAN, JOSEPH J.
Conductor Savanna, Ill.
YACHIK, FRANK B.
Loco. Engineer Savanna, Ill.

Hastings & Dakota Division

ANDERSON, HANS
Machinist Aberdeen, S. D.
DUNN, FRANK A.
Machinist Helper Aberdeen, S. D.
MALSON, PETER
Loco. Crane Engineer Aberdeen, S. D.
MONTAGUE, GEORGE L.
Switchman Aberdeen, S. D.
RITTENBERG, WILLIAM V.
Loco. Engineer Aberdeen, S. D.

Idaho Division

APARICO, THOMAS
Ex. Gang Laborer Spokane, Wash.
FINSAND, CHRIS
Car Inspector Spokane, Wash.

Iowa Division

BURGESS, HARRY H.
Sec. Laborer Louisa, Iowa
LUNDT, JOHN B.
Sec. Laborer Gillett Grove, Iowa
MICKELSON, ANTONE M.
Boilermaker Helper Perry, Iowa
PAVEK, WENCIL
Crossing Flagman Cedar Rapids, Iowa

Iowa & Dakota Division

BECKER, CARL F.
Loco. Engineer Mitchell, S. D.
SCHIRMER, WILLIAM F.
Mach. Helper Mitchell, S. D.
SKARLES, TONY
Sec. Laborer Mason City, Iowa
STUBE, CARL F.
Section Foreman Lawler, Iowa

Iowa & Southern Minnesota Division

BEDNEY, JOHN A.
Trucker Owatonna, Minn.
BOGGS, WILLIAM
Machinist Helper Austin, Minn.
DOWLAR, CHARLES W.
Train Baggageman Austin, Minn.
ERICKSON, MARTIN
Sec. Laborer Fountain, Minn.
GROOME, WALTER B.
Machinist Austin, Minn.

La Crosse & River Division

BOWLES, GEORGE M.
Conductor Minneapolis, Minn.
BROCKWAY, CHESTER
Sec. Laborer Nekoosa, Wis.
CHRISTENSEN, CHRIS E.
Carman New Lisbon, Wis.
GROTHE, OSCAR H.
Conductor Minneapolis, Minn.
HAWKINS, JOHN M.
Sec. Laborer Lake City, Minn.
LUBINSKY, FRANK
Carman LaCrosse, Wis.
WARREN, HENRY
Ex. Gang Laborer Hastings, Minn.

Madison Division

GALLAGHER, JOHN F.
Agent Juda, Wis.
HARRIS, WALTER
Ex. Gang Laborer Madison, Wis.

Milwaukee Division

BEEELER, FRANK R.
Switchman Beloit, Wis.
GOEBEL, EDWARD A.
Loco. Engineer Milwaukee, Wis.
HOUSTON, J. A.
Agent Mendota, Ill.
KRASE, EDWARD W.
Crossingman Rondout, Ill.
SMITH, STANLEY
Sec. Laborer Oglesby, Ill.
TAYLOR, JED L.
Conductor Milwaukee, Wis.

Milwaukee Terminals

BABICH, NICK
Blacksmith Helper Milwaukee, Wis.
BERNDT, LOUIS A.
Gateman Milwaukee, Wis.
DECKER, MATT
Carman Milwaukee, Wis.
DOMINIK, FRANK
Sec. Laborer Milwaukee, Wis.
FLAHERTY, THOMAS
Blacksmith Helper Milwaukee, Wis.
FLASHBERGER, JOHN
Cabinet Maker Milwaukee, Wis.
HAFERKAMP, EMMY A.
Matron & Janitress Milwaukee, Wis.
HARBACH, CHRIST
Car Inspector Milwaukee, Wis.
HOLTHUSEN, WILLIAM F.
Machinist Helper Milwaukee, Wis.
HOPP, JOHN M.
Trucker Milwaukee, Wis.
HOWL, SAMUEL M.
Ex. Gang Laborer Milwaukee, Wis.
KANE, WILLIAM F.
Ex. Gang Laborer Milwaukee, Wis.
LATINOVICH, ROBERT
Carman Helper Milwaukee, Wis.
MUELLER, EMIL J.
Machinist Milwaukee, Wis.
RAPP, JACOB
Towerman Milwaukee, Wis.
RASTOVAC, STEVE
Laborer, Car Dept. Milwaukee, Wis.
TRUHER, WILLIAM H.
Machinist Milwaukee, Wis.

Rocky Mountain Division

EICKERT, CHARLES T.
B&B Carpenter Avery, Idaho
HANSON, ARTHUR
Ex. Gang Laborer Missoula, Mont.
HEALEY, CHARLES W.
Conductor Deer Lodge, Mont.
McCULLOUGH, JOHN A.
Loco. Engineer Three Forks, Mont.

Superior Division

SHEVEY, WILLIAM
Sec. Laborer DePere, Wis.

Terre Haute Division

OWENS, WILLIAM B.
Sec. Laborer Terre Haute, Ind.
VOUTES, ALEX
Sec. Laborer Terre Haute, Ind.

Trans-Missouri Division

FURO, BEN
Ex. Gang Laborer Moberly, S. D.
LEONARDI, AGOSTO
Sec. Foreman Cartersville, Mont.
MOORE, MONTE V.
Machinist Miles City, Mont.
NERGER, PALMER K.
Caretaker—RR Park Moberly, S. D.
SJOSTROM, PETE M.
B&B Carpenter Marmarth, N. D.
TRIPP, MARVIN A.
Agent Marmarth, N. D.
WOOD, HENRY E.
Roundhouse Foreman Miles City, Mont.
WRIGHT, WALTER W.
Machinist Miles City, Mont.

Twin City Terminals

BLAKE, WILLIAM F.
Towerman Minneapolis, Minn.
ENG, HENRY C.
Coach Cleaner Minneapolis, Minn.
GENO, JOHN
Sec. Laborer Minneapolis, Minn.
HANSEN, TONNES J.
Sec. Laborer Minneapolis, Minn.
OPPEDAHL, RUDOLPH
Boilermaker Helper Minneapolis, Minn.

The Milwaukee Road Magazine



PHONERS' BONERS

"Mfkl brslth," said the clerk from Shamokin
In a mixture of talkin' and smokin',
But when his thick diction
Caused customer friction,
The boss made him smoke — and no jokin'.

if **POLIO** comes your way

AT THIS moment thousands of parents are worrying about the danger of their children contracting polio. True, there is no way as yet to prevent polio and more people have it in summer and fall than in other months, but the more you know about polio, the less you fear it. The information given here covers the latest facts about the disease as made available to the public by the National Foundation for Infantile Paralysis.

Polio is caused by a virus which probably enters the body through the mouth. In some people it may then attack the nervous system. When nerves are injured, muscles weaken or become paralyzed. Often nerves get well again and there is no paralysis.

Polio is "catching," especially for children under 10, but people of any age can get it. Many people may have the virus in their bodies without becoming ill—it is found in the throat and intestines. Usually it spreads among people who are together in the close daily living of a home. It

generally takes 7 to 14 days to come down with polio after you have been infected.

What to Do if Polio Comes Your Way

Keep children with their own friends. Keep them away from people they have not been with right along, especially in close daily living. People who have the infection without showing signs of sickness can pass it on to others.

Refrain from too strenuous work, play or travel. If you already have polio infection in your body, fatigue may bring on a serious case.

Keep from getting chilled. Don't bathe or swim too long in cold water. Take off wet clothes at once. Chilling can lessen your resistance.

Watch for early signs of sickness. Polio may start with headache, sore throat, upset stomach, sore muscles or fever. Persons coming down with it may also feel nervous, cross or dizzy, or may have trouble in swallowing or breathing. Often there is a stiff neck and back.



Call your doctor at once. Until he comes, keep the patient quiet and in bed, away from others. Don't let the patient know you are worried. Your doctor will tell you what to do.

With good care, most polio victims get well, but some must have treatment for a long time. This is an expensive process, but thanks to the generosity of American people, no patient need go without care. If you need financial aid, the National Foundation for Infantile Paralysis stands ready to help. And on the brighter side of the picture, remember that more than half of all people who get the disease recover completely—without any crippling.

let's cook it in the refrigerator

WITH summer in full swing, a busy homemaker should make an ally of her refrigerator to reduce to a minimum the time she must spend in the kitchen.

The modern refrigerator functions as much in meal preparation as the kitchen range itself. Salads and desserts can be prepared hours ahead of time. Appetizing and nutritious, they need only the addition of a hot

soup or hot vegetable to make a complete meal. Main dishes and one-dish meals can be put together in the cool of the morning and kept fresh until it is time to pop them into the oven for heating or baking.

When the refrigerator is equipped with a home freezer, the picture is even brighter. Soups, stews, one-dish meals, bread, cakes, practically any food can be stored safely for weeks or even months. The successful preservation of foods over long periods depends on correct freezing and packaging. According to Miss Willie Mae Rogers, chief home economist for the Admiral Corporation, the freezing temperature should be well below zero. "Only at sub-zero temperatures is the process quick enough to guarantee that the food will be kept in its best condition," says Miss Rogers. "In packaging," she states, "care must be

taken to see that the food is wrapped or put in containers of moisture and vapor-proof material to eliminate any drying process."

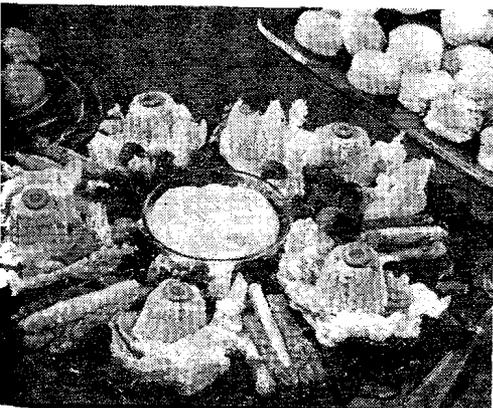
Miss Rogers explains, too, that all possible air should be pressed out of the package and a tight seal made by the application of heat, special tape or other suitable means. Failure to seal packages properly may result in a loss of flavor and food value.

To help the busy meal planner, Miss Rogers recommends the following recipes, all designed for refrigerator cooking. The casserole dish is to be cooked in advance and stored for last minute heating.

HAM MOUSSE

2 cups ground cooked ham
1 tablespoon gelatin
2 tablespoons cold water
½ cup hot bouillon or water
1 teaspoon prepared mustard
½ teaspoon paprika
few grains cayenne pepper
½ cup heavy cream

HAM MOUSSE



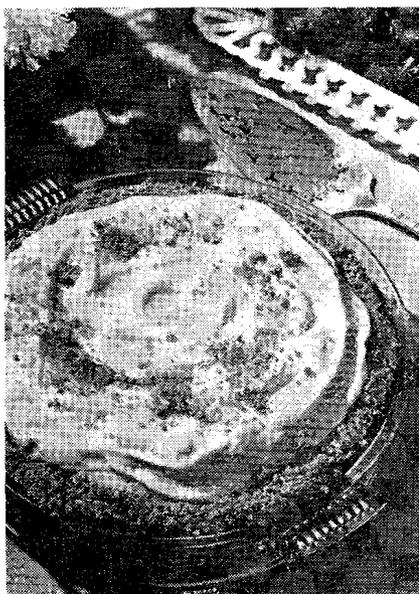


Put ham through food chopper, using fine knife. Soften gelatin in cold water and dissolve in hot bouillon or water. Add to ham and season with mustard, paprika and cayenne pepper. Let stand until cold and fold in cream which has been whipped until stiff. Turn into oiled mold and chill until set. Unmold and garnish with tomato sections. Serve with mayonnaise.

COTTAGE CHEESE AND STRAWBERRY RING

1 tablespoon gelatin
 ¼ cup cold water
 2 cups cottage cheese
 ¾ teaspoon salt
 ⅛ teaspoon paprika
 dash of cayenne
 ½ cup cream.

Soak gelatin in cold water and dissolve over hot water. Mash cheese fine; add seasonings, cream and gelatin. Turn into one large or several small individual ring molds. Allow to set for several hours. Unmold and fill center with strawberries and pineapple, if you wish. Serve as dessert or salad. If served as salad, unmold onto bed of lettuce and serve French dressing with it.



FROZEN LIME PIE

HAWAIIAN VEAL PIE

HAWAIIAN VEAL PIE

3 tablespoons butter
 1½ pounds stewing veal cut in 2" cubes
 2 cups pineapple cubes
 1 tablespoon honey
 1 teaspoon salt
 1 tablespoon paprika
 1 bay leaf
 ¼ teaspoon black pepper
 ¼ teaspoon cayenne
 1 quart water
 1 sliced onion
 2 tablespoons flour
 ¼ cup water

Brown veal and pineapple in butter. Add honey, salt, paprika, bay leaf, pepper, cayenne, water and onion. Simmer gently for 2 to 2½ hours. Make a paste of flour and water, add to stew and cook until gravy thickens. Omit honey if canned pineapple is used. Frozen or fresh green peas may be added for last part of cooking time.

FROZEN LIME PIE

2 eggs
 ½ cup sugar
 ½ cup light corn syrup
 1 cup cream or top milk
 1 cup milk
 ½ cup lime juice
 1 teaspoon grated lime rind

Beat eggs until thick and lemon-colored. Add sugar gradually, con-

tinuing to beat. Stir in remaining ingredients. Tint mixture a delicate green with food coloring. Pour into freezing tray and freeze until firm. Remove to a chilled bowl and beat with a rotary beater until light and smooth, but not melted. Pour into crust prepared as follows:

COTTAGE CHEESE AND STRAWBERRY RING

1½ cups graham cracker crumbs
 ¼ cup confectioners sugar
 ¼ teaspoon cinnamon
 ¼ cup melted butter or margarine

Add sugar and cinnamon to graham cracker crumbs. Blend in melted fat. Cover bottom and sides of a buttered pie plate with crumb mixture. Pack down firmly. Reserve a small portion of the crumb mixture to sprinkle



over the top of the pie. Return pie to freezing unit and freeze until firm.

how to live through your summer vacation

THE best guarantee of a safe, pleasant summer vacation is a sensible attitude and a foreknowledge of some of the hazards that you may be meeting in a strange place. Take things gradually, leave behind hurry and worry, and safeguard your health. Here are some of the tribulations that can mar a summer holiday, and what to do about them as suggested by Better Homes and Gardens magazine:

Sunburn: The sun is strong medicine, so begin with small doses—15 minutes the first day, 30 the second. Cover up before your skin gets hot or pink. Try burn ointment for mild sunburn, or petrolatum, olive oil, calamine lotion or a paste of baking soda and water. If you are blistered and sick, get medical help.

Mosquitoes: Spray rooms, tents or picnic areas with DDT from a bug bomb or garden sprayer. Wear clothes

that fit loosely except at wrists and ankles. Cover exposed skin with one of the new repellents containing 6-12, DMP, 448 or indalone. Treat bites with baking soda and water paste, ammonia water or calamine lotion containing a half to one per cent phenol. Do the same for bee, hornet and wasp stings.

Poison Ivy: Poison ivy can cause intense itching and fiery pain. The plant grows in leaflets, three on a stalk. They may be small or large, smooth or notched, and to complicate matters, they creep, climb or grow like a shrub.

If you brush the plant, wash several times with laundry soap, rinsing well with clear water. Then sponge off with rubbing alcohol. Have contaminated clothing dry-cleaned. For relief try soap paste or gauze soaked in a cold solution of baking soda or Epsom salts. For severe cases get a doctor.

In the Water: Don't swim alone or when you're tired, overheated or chilled. Ease yourself into cold water. Come out when you start to shiver or get tired. Keep calm if you get in trouble. Even with cramps in legs or arms you can stay up. When help arrives, grasp what is thrown to you. Don't grab your rescuer.



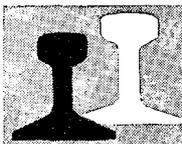
Don't miss a chance to make people happy; even if you have to leave 'em alone to do it.

(Eve) "Oh, Adam, what leaf shall I wear to the dance?"

(Adam) "Wear your poison-ivy; it's going to be a tough crowd."

A Frenchman was relating his experience in studying the English language: "When I first discovered that if I was quick, I was fast; that if I was tied, I was fast; if I spent too freely, I was fast; and that not to eat was to fast, I was discouraged. But when I came across the sentence, 'The first one won one-dollar prize,' I gave up trying."

July, 1950



Rail Tales

HOW MITCHELL STOPPED THE RUN ON HIS BANK

by **John G. Mackedon**
(Retired Locomotive Engineer)
Kitsap, Wash.

AS A small fry I recall listening round-eyed as my father, Engineer Michael Mackedon of the Prairie du Chien Division, told a tale related to him by his dad, Owen Mackedon of the old Milwaukee Northern. The latter, incidentally, was the first of three generations of Mackedons to work for the Milwaukee.

The anecdote concerned Alexander Mitchell, wealthy banker and pioneer president of our railroad. At the time it happened the frugal Scotchman was living in rooms in the rear of his bank in Milwaukee.

For some inexplicable reason, the depositors were making a run on the bank and while the institution was perfectly sound, Mitchell knew he did not have enough gold on hand to pay out if the lines continued to form.

The canny Scot ordered the bank clerks to bring him stacks of gold coin back to his rooms. As his mystified employes watched, he started heating the money on his big wood burning stove. When it was hot enough to satisfy him, he piled it into containers and directed them to take it back in and start paying it out.

A strapping Irishman was the first to be handed a fist full of the hot metal. He turned to the crowd, juggling it from hand to hand to keep from burning himself.

"Be Jabbers!", he shouted. "Mitchell's minting his own money. It's so fresh from the molds its blisterin' me palms. Sure there's nothing wrong with this bank when himself can make it as fast as it's drawn out. I'm puttin' mine back in!"

And so, satisfied that a banker who could make his own money would always have plenty so nothing could be wrong, the crowd melted away and the run was stopped, thanks to the quick thinking of Alexander Mitchell.



John G. Mackedon



IN THE early 1900's, either because of the high price of engine valve oil or the difficulty in procuring it, a strenuous campaign was put on to conserve on this commodity to the greatest possible extent.

During this time a fireman was called up for examination for promotion to engineer. After the traveling engineer and trainmaster had asked him a lot of questions, the trainmaster put this one to him:

"If you were running an engine pulling a train on a single track and in going around a curve you suddenly saw a train coming toward you, what would be the first thing you would do?"

The fireman's reply was quick: "I'd grab the can of valve oil and jump!"

What the Association of American Railroads Really Means

THE June, 1950, issue of Modern Railroads contains a series of articles designed to fill a long-felt need on the part of railroad officers and personnel—a detailed account of what the Association of American Railroads actually is and how it functions.

Any one interested in obtaining a copy, either for its value as a reference work or for its interest value as a piece of reading matter, may do so by sending \$1.50 to Modern Railroads Publishing Company, 201 North Wells Street, Chicago 6, Ill.

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

ROCKY MOUNTAIN DIVISION

Northern Montana

Pat Yates, Correspondent

Tom Morgan, retired round house foreman of Miles City, was a recent visitor in Lewistown. Tom was foreman here a few years back and is well-known around Lewistown.

Sam Metoff, Gus Samuel, M. J. Boyd, John and Louie Gamell, Ole Monkelin, and Ed Dunn are a few of the boys who are enjoying their vacations. Mrs. Frank Devlin and children, Tommy and Patsy, are vacationing at Silver Gate, near Yellowstone Park.

We are sorry to report that the flash flood at Harlowton which washed out some Milwaukee Road bridges and about a mile and a half of track, also caused the death of Mrs. Bacon, mother of Lyn Bacon, storehouse clerk at Deer Lodge.

The "Go Western Days" are coming again the last week in July and railroad men are getting ready by throwing their razors away. The police are completely puzzled—they don't know if they see railroad men or hobos walking around the train yard. Some of the wives are complaining about trying to kiss a tumbleweed.

Pictures taken at the retirement party given in honor of Joseph I. Alberts, general foreman of the track department, Chicago Terminals, on the night of June 30:

Right. A cash gift and a watch are presented to Mr. Alberts (center) by Roadmaster R. G. Scott. At Mr. Alberts' left is K. L. Clark, division engineer.

Below. Mr. Alberts poses with other members of his family who are employed by the Road: R. R. Alberts and F. P. Alberts, sons; Mr. Alberts; N. F. Alberts, brother; J. L. Alberts, nephew; and F. R. Barberio, brother-in-law.



I regret to report the death of Robert Glenn, 73, retired carman and resident of Harlowton for 41 years. Mr. Glenn died of a heart ailment. I worked with Mr. Glenn and he was a fine fellow to be with.

Roundhouse Foreman Phil Leahy of Harlowton was here recently visiting friends. He is recuperating from a recent operation at the Miles City hospital.

CHICAGO TERMINALS

Galewood

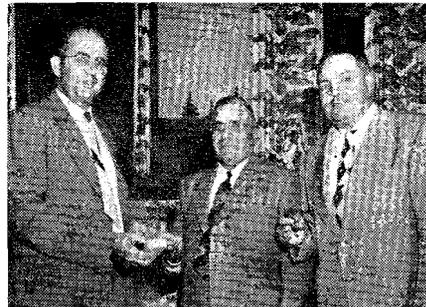
Norma Gunderson, Correspondent

Floyd Hall, Galewood car tracer, was gifted with a new Studebaker by Mrs. Hall for Fathers Day.

The following employes are also driving new cars: Herman Hanson, Ford; Bruno Lapinski, Chevrolet; Johnny Padour, Chevrolet; Madge Haworth, Pontiac; Henry Hoffman, Buick.

Agent A. E. Ward was re-elected secretary-treasurer of the 13th Engineers of World War I at the veteran's 21st annual convention in Aurora on June 17.

Reason for the smile on Janitor Dan O'Herron is the arrival of a granddaughter, Mary Katherine O'Herron, early in June. Dan O'Herron, Jr., was formerly employed at Galewood.



John Baker, retired train director, paid us a visit on June 6.

Crew Caller Howard Lawrence brought flowers for five departments here recently. His iris would surely take a prize.

Assistant Agent B. G. Pobloske, Galewood freight house, returned to work on June 14 after undergoing an operation.

Stephanie Jarosz is flashing a "sparkler" since June 10; no date set until an apartment is found.

John Wagner, assistant general foreman Galewood platform, reports that his son was graduated from the University of Illinois in June. He will work for the Road at Western Avenue as mechanical engineer.

Hulda Johnson, night bill clerk, and husband drove to Winter Haven, Fla., recently.

R. E. Cahlifoux, chief clerk, and family vacationed at Poynette, Wis.

Irene Gonsior, waybill sorter, and daughter spent their vacation in Texas.

Eda Lehmann, trainmaster's steno at Galewood, is very ill in a hospital at Crookston, Minn.

Ann Zenger, PU&D clerk who recently returned from a vacation in the Black Hills and Yellowstone Park, has been deep in the preparation of her daughter's wedding, which was to take place July 1.

Galewood office extends sympathy to Cecelia Jackson telephone operator at the Union Station, on the recent death of her husband.

Harvey Brandt, checker at Galewood yard 1, was assigned to escorting a group of boys to the International Boy Scout Jamboree at Valley Forge, Pa.

Stanley Prokopek, checker at yard 1, and family have planned a visit to Brownsville, Pa., to see his wife's father who is ill.

James Grego, apprentice at yard 1, has acquired a Fraser car and planned to make good use of it the last two weeks in June. The fish better be on their guard.

Wrecking Foreman Erwin Thurnaw's son, Richard, is recovering from infantile paralysis with which he was stricken almost a year ago.

The Wisconsin Lakes better watch out, now that Apprentice Louis Rossi has his new Plymouth.

Ethel Gibbs left June 17 for a vacation in Mexico City.

Bensenville

Dorothy Lee Camp, Correspondent

Steven Richard Zelms arrived on June 11, with a loud yell to announce his appearance in the world. His daddy, Leonard Zelms, Sr., is an operator at tower 2.

Wally Grosnick, train clerk, and family drove to Florida recently. Having Wally's brother Bob and his bride along, they drove on to Texas to see the new Mrs. Grosnick's family.

Yardmaster Glen Phillips and wife Evie played host and hostess to some 40 children and grownups for the third birthday of son Johnny on July 2.



The retirement of Edward J. Conners, cashier in the treasurer's office, Chicago, was the occasion for a dinner in his honor, given by officers and employes of the treasurer's office. Mr. Conners is shown above, fifth from the left at the table, alongside F. H. Jeffrey, treasurer. His 50 years of service top a remarkable family record,

which includes 44 years of service by his father and 46 years by his brother. He began his service as a telegraph operator, transferred to the treasurer's office in 1906, and has been cashier since Feb. 1, 1942. His retirement becomes effective July 31. His fellow employes presented him with a wrist watch.

Union Street

Florence LaMonica, Correspondent

Bill Roberts and daughter Betty attended the graduation of William R. Roberts, Jr., at the University of Miami on June 12. Bill, Jr., now has a bachelor of business administration degree. He majored in air transportation.

Trainmaster Clarence Withee attended the Shriners' convention in California. We understand he took part in the colorful parade.

Tony Detuno has been ill with a virus infection and will enter a hospital for observation and tests. Harry Imms is still in the hospital. He is getting a lot of good care and rest.

The Pagan Love Song, the M.G.M. film starring Esther Williams. Mary Lixvar, a former employe, accompanied her on the trip.

Beatrice Acker, operator, left the department on June 29 after four years of service. She is joining her husband in Houston, Tex., to establish permanent residence there. The "girls" presented her with a beautiful bracelet as a remembrance.

Auditor of Expenditure's Office

Contributed by Betty Melinkoff

I'm taking over in Danny Boyle's place, so if you've got news, please bring it on.

The stork has made his rounds here. The Gorski and Gotto families have been increased by a baby girl for each, on May 22 and June 5, respectively.

Expecting the stork are Charlene Wilson of the computing bureau and Margaret Gable of the audit section, who have both taken leaves of absence.

Loretta Bobkowski is out of circulation, having been presented with a beautiful diamond by her Kenny. They plan a wedding on Sept. 16.

Had our share of visitors recently. Joan McCoyne, who is convalescing, and Freda Wysocki, who is keeping house now, called on us. Freda brought her youngster along, as did Doris Early, another caller. Ruth McCline, Gladys Isberner and Mervyn Stangl also dropped in, as did two retired employes, Jesse McCabe and Jane Bohrn.

Wedding bells rang loud on May 27 when Felicia Kosiba, Elsa Haas and Lillian Majerski all said "I do." In June Betty Jane Pecka and Dorothy Gentry also walked down the aisle.

"Shadow," our office boy, wound up at Hines Hospital recently for the removal of a bad appendix.

Vacations to El Paso and the Southwest were enjoyed by Gene Jassak and Georgette Fritz. Mary Burns has returned from her European tour, and Leona Henning has returned from Bermuda. Betty Jane Robison and Lois Ritter are readying themselves for a trip to the Grand Canyon.

A leave of absence was granted recently to Marie Nixon, on account of illness.

Purchasing Department

George W. Gale, 71, who retired in July, 1949, died in his home at La Grange, Ill., on June 14. Funeral services were held in La Grange. He was a bachelor and is survived by his brother Frederic. Mr. Gale was a stationery buyer in the Chicago purchasing department for almost 30 years. Prior to signing up with the Milwaukee he was employed in the same capacity by the Burlington for more than 25 years.

Notes from the Choral Club

Violet McDonald, Correspondent

On May 23 we presented a concert at Nebo Lutheran Church to an audience of about 300 people. In addition to the numbers presented by the chorus, Director Glenn Jorian sang "The Lord Is My Light." Mr. Jorian sings over radio station WMBI and is known to radio audiences as "The Singing Pilot." Another addition to the program was a piano solo by Miss Eloise Matthies, our assistant accompanist, who is well known as a concert pianist, having played with the Chicago Symphony Orchestra and given a recital at Carnegie Hall.

Our final social of the season June 12 honored Felecia Kosiba and Kenneth Steffans, recent bride and groom. Thanks is extended to Miss Virginia Nunes and those who assisted her for the dances, songs and specialty numbers which enlivened the program.

The club will have a recess during July and August. Rehearsals for the fall season will start on Sept. 11, in the Woman's Club headquarters, room 364, Chicago Union Station, at 5:45 p.m. We invite all employes and dependent members of their families to join us then.

CHICAGO GENERAL OFFICES

Freight Claim Department

Palmer G. Lykken, Correspondent

Leo Price, file sorter, confined to a hospital for the most part of the past seven months, is improving rapidly. I am sure he will appreciate hearing from his fellow employes. Address him at Vaughn Hospital, Ward 81, Building 54, Hines, Ill.

Mr. and Mrs. Louis Pappas announced the arrival June 2 of Baby Thomas who was born at the Illinois Masonic Hospital.

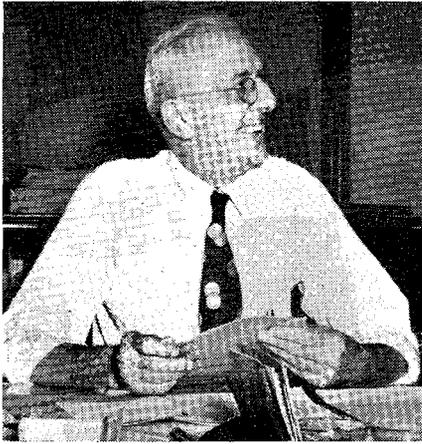
Ruth Ballin, operator, hospitalized June 13 with pleurisy, is reported to be in good condition.

Marie Horatt and Mildred Hollingsworth, operators, are both resting at home after spending several weeks in a hospital.

Lucille Williams, secretary, returned to work after a brief rest following an operation on her hand.

Mrs. Annabelle Donovan, now with the purchasing department, Mrs. Estelle Gubala and infant son Edward, and Emily Slowak and daughter Christine were recent visitors.

Ethel Haynes, clerk, recently returned from a trip to California, Pearl Harbor, Honolulu, Oahu and Haena Kauoi. At Haena Kauoi she witnessed the shooting of



W. H. Mauch, chief clerk in the office of auditor of equipment accounts, Chicago, pictured in over-the-shoulder repartee with fellow employees who congratulated him on his retirement July 7. Out of camera range are an assortment of handsome gifts, including a portable radio, a large cash purse and a testimonial of good wishes from hundreds of friends in the Fullerton Avenue accounting department. Mr. Mauch entered railroad service in the office of freight auditor in 1905 and transferred to the car accountant's force in 1918.

Freight Auditor's Office

J. A. Strohmeier, Correspondent

Dan Braun, switching and tracing bureau, was married on June 10. We have since received the following letter from Mrs. Braun: "Dear Friends: Thank you so much for your nice gift. Dan and I selected a very pretty lamp which I know will give us much happiness. Vera Hall Braun."

We are informed that Ben Miles and John Maloney are improving and hope to get their names off the sick list soon.

Dan McCarthy, of the interline bureau, died on June 7. Funeral services were held at Our Lady of Lourdes Church, interment at St. Boniface cemetery. Pallbearers were fellow co-workers Carl Berner, Roy Peters, Otto Hartung, Homer Linder, Harry Baldacinni and Harry Wallace.

William Nash, of the rate revising bureau, died at Tucson, Ariz., on June 23. Funeral services were held in Chicago at Our Lady Help Of Christians Church, interment at Queen of Heaven cemetery. Will had made the trip to Tucson a few days before his death, seemingly in good health. Pallbearers were freight auditor's office employes John Coughlin, Al Dinoffria, LaVerne Hall, R. Berscheid, Stan Tesmer and Carl Fristrom.

Grand old timer Robert Franks, nearly 91 years of age, died on June 18 at his home in Rockford, Ill. Interment was at Lincoln, Ill. Mr. Franks had railroaded for more than 70 years. He started at the age of 14 and held the positions of telegrapher, agent, and purchasing agent before coming to the Milwaukee along with other employes of the C.M.&G. in 1921. He worked in the freight auditor's office until retirement. He had suffered a stroke last December.

Jean Colville Gottle, formerly of the interline bureau, paid us a visit on June 21 while en route from her home in Miami, Fla., to her summer home at Conway, Mich. She left us in 1928.

Stan Tesmer, rate revising bureau, became grandpa on June 3 to Michael Scott Hupka, born to his daughter Laurie, who was employed here for two years before her marriage in 1947.

Paul Edward Pittenburg was born June 1 to Dolores, the daughter of Walt (Duke) Ducret, interline bureau.

Dorothy Smolinski, machine room bureau, left the service on May 25 to await a blessed event.

Mary Kunz, machine room bureau, vacationed at Miami, Fla., and came home with lots of Florida suntan. Stella Mazul, same bureau, vacationed in Washington, D. C., and took her son along.

Lillian Sutterlin, waybill filing bureau, became engaged to Rudy Rodenhousen on June 18 and is dazzling us with a big diamond.

Returning from a vacation on tour with the Shriners, May Gumz, waybill filing bureau, was back at her desk on June 29 with stories to tell of Yellowstone and points on the West Coast.

Office of Auditor of Passenger Accounts

Bill Tidd, Correspondent

Betty LeMay, Jo Goetz and Marge Anderson went to New Orleans for a week's vacation. Erna Reck and Marion Frank spent their vacations in Florida, while Agnes McGrath took a trip to New York. Hedwig Kohler went to California and Arizona for a three-week vacation. Gloria Rogus and her husband toured northern Wisconsin.

Wanda Wlos has a new Chevrolet and Arona Warren and her brother Jay have a new Studebaker land cruiser.

Irene Bueller has returned to work after a six-week leave due to an appendectomy. Lucille Miller has also returned to work after an extended furlough.

Cele Koob is convalescing nicely after an operation.

Frank Brody was hospitalized recently due to poison oak poisoning.

Hank Koretke underwent an operation recently but is well on the road to recovery.

Roy and Muriel Passiglia are the parents of a girl born June 28. They have named her Christie Marie.

Ray Hackell starts his month's vacation the latter part of July—two weeks replacing Hank Tobin on driving the truck, plus his own two weeks during which he plans to take his family on short trips.

Pat and Bruce Germain bought a home recently and are spending their spare time painting and remodeling it.

Ed Rumps and his family are spending the month of July in California.

The Scholles are the parents of a boy born June 29.

Frank Patterson, Booster Club Head, Retires

FRANK S. PATTERSON of the accounting department, known throughout the Chicago Terminals area as president of The Milwaukee Road Booster Club for the past 15 years, retired June 30 and was honored at a dinner given by club principals on the evening of June 27. He had been in Milwaukee Road service 31 years.

Mr. Patterson was elected president of the Booster Club in 1935 when it came into being as an outgrowth of the old Ship By Rail Club, and his

popularity in that position resulted in his being re-elected year after year until his retirement. He played an important part in the studies made in 1939 which led to the adoption in the Chicago Terminals of what is now known as the Blue Cross Plan for Hospital Care.

The executive board of the club presented "Pat" with a Hamilton wrist watch as a personal remembrance and token of their admiration for his generous efforts in the club's behalf.



Group of Booster Club collectors and executive board members present at the retirement dinner. Mr. Patterson is seated third from right.



BAND NIGHT

Haunting melody, spirited march—whether you listen in the village park or beside your radio—the fragrance of a fine Dutch Masters cigar makes it that much more enjoyable. Never was pleasure so simply bought . . . music you cherish . . . and the rich, mild flavor of a Dutch Masters cigar!

DUTCH MASTERS CIGARS

Engineering Department

Doug Rieser, Correspondent

We extend sympathy to Mrs. Gaeton A. Minella (Rita Denz) whose mother passed away June 26.

The First Methodist Church at Scranton, Ia., was the setting for the marriage of Assistant Engineer Otto H. Mueller and Miss Lois Terrill on June 24. Mr. Mueller was transferred to Mr. Whiteford's office at Marion, Ia., early in 1946, after spending approximately one year in the division engineer's office in the Milwaukee Terminals. It was while he was on the Iowa Division that he met Miss Terrill, a former English teacher at the Marion High School. After a two-week honeymoon in Seattle, Mt. Ranier and the Olympic National Forest, the couple will reside at 5015 W. Balmoral Avenue in Forest Glen, Ill.

We understand that a recent fishing trip near the Wilmington, Ill., strip mines by three men from the bridge department—E. T. Tomasik, J. S. Jackimiec and F. A. Danello—ended with the fish not biting, the temperature at a cool 35 degrees, and only one small blanket to share between them. They advised on their return that any future trips will allow for more camping equipment and less fishing tackle in their jeep station wagon.

He is an adventurer who traces leaky plumbing to its source.—Arthur "Bugs" Baer.

July, 1950

Office of Auditor of Equipment Accounts

Harry M. Trickett, Correspondent

Jean Palm and Bernice Wise were each honored with a bridal shower on June 22 and married on June 24. Jean is now Mrs. Howard Rau and Bernice changed her name to Mrs. Russell Lenartz.

Baby showers were given for Florence Slowik (Fritzi) on June 9 and Ruth (Franz) Betten on June 23, on which date they resigned.

Recent visitors included Angeline Lubinger and her two-year-old son and Alice (Johnson) Hohs with her four-month-old baby girl.

E. J. Knoll, our former chief, visited with us on June 9. He reflected the good results of rest and Florida sunshine.

We were glad to welcome back Sophie Carpenter on June 19 after a two-month absence on account of illness; also, on June 26, Catherine Madl, who had been on furlough for four months on account of surgery and treatments.

Margaret Skaja underwent surgery on June 12 and is now convalescing at home.

Margaret Norris visited us on June 28, looking much improved and expecting to return to work soon.

Marian Tobiaski, Mildred Paul, Rose Edelmann and Marjorie Hofelt returned weary and happy on June 17 after spending an exciting week's vacation at the Jack and

Jill Dude Ranch at Rothberry, Mich.

Two excited young ladies, Marie and Alice Scharba, departed on June 29 for a western tour. They were stopping at Denver, San Francisco, Los Angeles and Grand Canyon.

Mrs. Carl Denz, wife of the bureau head in local car records, passed away suddenly on June 26. Sympathy is extended to Carl and his family.

IDAHO DIVISION

Mrs. Ruth White, Correspondent

Agent and Mrs. V. R. Mitchell of Malden vacationed with their new Chrysler, the New Yorker.

Superintendent G. H. Hill left Spokane June 3 for Chicago where he was met by Mrs. Hill who was a delegate to several conventions. They visited with relatives while there.

Operator R. J. Finnegan of Othello has assumed the office of train dispatcher left vacant by C. A. Olson, who will retire from service.

Clerk H. B. Kipp spent two weeks at the National Guard encampment at Ft. Lewis following which he and his family planned to spend two weeks vacationing in New York City. Kathryn Saunders relieved on his job.

A son was born to Mr. and Mrs. Claude Moore way back in March—the 17th, to be

exact. Nothing but an Irish name would do so they named him Patrick. Roadmaster Moore of Othello is grandpop.

Mr. and Mrs. Garwood of Malden welcomed a son into their family on June 18. Mrs. Garwood is the daughter of Conductor Bob Leyde.

Machinist Orlie Melhuish and mother of Othello vacationed around Malden recently visiting his sister, Mrs. Oakley Burns, and others.

Railroad employes' children represented in the 1950 class of graduates at St. Maries High School included Pat Angelo, Don Johnson, Ralph Townsend, Jr., and Ruth Papenfuhs.

Frances Maddox, daughter of Agent John Maddox of Othello, became the bride of Luther Roecks at Millwood Presbyterian Church recently. The groom is a Fairfield, Wash., resident.

Car Inspector Nels J. Nelson has been "at home" to visitors at St. Luke's Hospital, Spokane, for the past month. The doctor has ordered rest and quiet.

I returned to a hot office, after having a very lovely trip to Lake Louise, Banff, Calgary and home by way of Glacier National Park. Those snow banks didn't look too good the day we went through the pass but I'd love to be up there once more.

MILWAUKEE SHOPS

Locomotive Department

Leone Schneider, Correspondent

Joseph Marshall, former foundry general foreman, passed away recently, a day before his 74th birthday. Funeral services were held in Guttenberg, Ia., where he and his wife made their home. He is survived by his wife, Millie.

We are glad to hear that Baby Jean is home from the hospital, safe and sound again. Daddy is Molder Apprentice Arthur Zabel.

Sympathy is extended to the family of Joseph Frederick who passed away recently. Joe was a retired foundry laborer.

Sympathy is extended to James and Dominic Brunette and the family on account of the recent death of their mother.

Herman Bartholmai, 73, is retiring as boiler inspector, which position he held for 29 years. He has 53 years of railroad service, 36 of which were on The Milwaukee Road. We are happy to relate that he is a much beloved grandfather.

Wedding bells rang out recently for David Krugman and Goldie Burstem. David is the son of Electrician Ben Krugman. A reception was held at the Stratford Hotel.

Most people can't stand prosperity. Most of us don't have to.



Car Department—Office of Shop Superintendent

Vincent O. Freihoefer, Correspondent

Here we are back on the job after a vacation which many of us enjoyed by taking a trip. Tinsmith Martin Hofmeister, Upholsterer Dyer Stanley Tabaka, Welder George Rosplock and Carman Helper Elmer Haerter ventured to Mexico City where they claim the hospitality, scenery and climate are tops. Adaline Mendlik, clerk in the machine shop, and Nurse Katherine Hurley visited Yellowstone National Park, Bryce Canyon National Park and the Grand Canyon, while Yours Truly and wife enjoyed the scenery of Jasper National Park, Lake Louise and Banff.

Mr. and Mrs. Ray Fendrick are the parents of a baby girl born on June 10. Ray is a carman in the freight shop.

Carman Ray Laskiewicz was married to Violet Kasowicz on June 17. They spent their honeymoon in Yellowstone National Park and also visited Denver and Glenwood Springs, Colo.

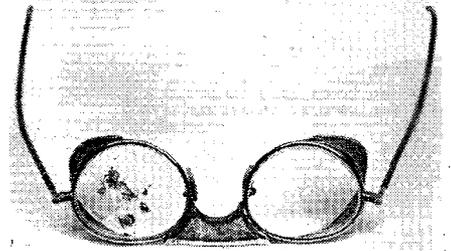
Carman John Olejniczak has been convalescing at a hospital since Apr. 8.

Ernst Hoyer, retired cabinetmaker, passed away on June 10.

Robert E. Buchholz, son of Steamfitter Foreman Emil Buchholz, received his degree as Doctor of Dental Surgery from the University of Minnesota on June 10. He will practice his profession in Minneapolis. Melvin Stock, son of Blacksmith Welder Albert Stock, received a master's degree in chemistry on June 9 from Iowa State University. Both of these young fellows worked part time at Milwaukee Shops while preparing for their education.

The second annual contribution to the Milwaukee Road Blood Donors Club which took place at the shops on June 7 had

Proof that it pays to wear safety goggles, offered by Vincent Kaluzny, wheel molder at Milwaukee Shops. Kaluzny was pouring molten metal into a mold when the flaming liquid suddenly splashed, spattering his face. The close-up of the damaged goggles shows that they saved him from losing the sight of one eye.



109 car department employes as donors. The employes greatly appreciate the convenience of having the mobile unit at the shops; also the efforts of the Junior League Blood Center and Agent Helen M. Ross for this worthy cause.

Coach Yard

Richard Flechsig, Jr., Correspondent

Carman Ray Stark, who deserted tennis for golf, is out to duplicate his tennis record. And that is fair warning to the local Sam Sneads, whose golf scores look like their bowling averages. From here it looks like Ray might very easily be next year's man to beat.

George Laetsch, night foreman, still ducks whenever he hears the squeal of automobile brakes off the viaduct that runs over the coach yard. Last month a new Ford came through the railing, just missing two car cleaners, a carman helper and Mitzi, the coach yard cat, who can't possibly have more than three lives left as it is. The driver was only slightly injured after what the newspapers called a 60-foot plunge, but the Ford took the pension. The sirens of the police, the fire department, the rescue squad and the flashes of the newsmen's cameras put the coach yard right in the lime-light while it lasted.

Carman Ray Nelson has moved to Pewaukee Lake and drives the 28 miles to work every day, but Lawrence Cook, cleaner, has been driving 30 miles each way for five years and still holds the long distance record for daily trips to work.

There are more seatprints than footprints in the sands of time.

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Picnic Notice — The Hiawatha Service Club Invites You —

THE Milwaukee Hiawatha Service Club, Milwaukee, Wis., will hold its 12th annual picnic at Old Heidelberg Park, on the Port Washington Road, Sunday, Aug. 20. This is the club's most important summer social affair and a large crowd is expected. A full day of family recreation is scheduled—games for children and grown-ups, a concert by the Hiawatha Band, a one-hour show of professional entertainment and dancing from 5:00 P.M. onward. Don't forget the time and place, Aug. 20 at Old Heidelberg Park.

MILWAUKEE DIVISION

First District
and Superintendent's Office

J. E. Boeshaar, Correspondent

Forty station agents and employees were present at the monthly meeting of the Agents Association in Kenosha on June 17. After dinner speakers were R. A. Tobin and Ray Wirsching of the Railroad Retirement Board who talked on phases of the Retirement Act.

The house pet of Engineer Art Ivens passed away recently and if there are any extra kittens around we are sure he will be interested in them as replacements.

We have heard that Conductor Henry O'Neil is home on the sick list.

Gene Sanders, train dispatcher of Otumwa, has come to Milwaukee and will work the vacation reliefs at the Milwaukee Division dispatching office.

V. V. Hipsley, agent at Northbrook, has been ill for some time. He is being relieved by H. L. Honeman of Grays Lake.

The wife of R. P. Hipsley, agent at Forest Glen, has been taken ill and Mr. Hipsley has been off work to be with her. Mrs. Martha Sappington, widow of the former agent at Deerfield, is relieving.

Round Lake station is being taken over by a new agent, W. W. Scott, Jr., formerly of Deerfield.

Vacation finds the great muskie fisherman of Sturtevant, Operator Bob Helton, in the north woods. No doubt he will get his limit of perch and mud turtles.

Conductor Art Irwin of the Southwest Limited sent us several interesting postcards during his vacation travels in Indiana.

Engineers Charlie Gust and Ed Kinsella have been up in the real Canadian wilderness, Hawk Junction, Ontario (they don't make maps big enough to show it). They found the campong and fishing very much to their liking.

Fireman Cliff Eberhardt who was injured in the recent accident at Morton Grove is recovering at the Evanston Hospital.

Henry Miller, 86, retired station agent living at Rockford, Ill., died on June 8 in St. Anthony's Hospital, Rockford. He was a

July, 1950



What's your guess?

THIS GIRL IS—

- Doing psychic research
- Playing blind man's buff
- Guessing when Hiawatha starts

Even standing, she'll find it hard to tell the exact moment when the HIAWATHA starts. Velvety take-offs are characteristic of these famous Speedliners.

Is it because of diesel power? Partly—though the Olympian HIAWATHA between Chicago and the Pacific Northwest is pulled through the mountains by electric locomotives. Actually, many factors are involved including the skill of the engineer. Important, too, are the seasoned roadbed, heavy rail, expert maintenance and advanced car design which also contribute to the cushioned, silent ride.

Why don't you try the HIAWATHAS? Find out how restful travel on The Milwaukee Road's steel highway can be. H. Sengstacken, Passenger Traffic Manager, 708 Union Station, Chicago 6, Illinois.



THE MILWAUKEE ROAD

veteran of more than 50 years of railroad service and was stationed at Lanark for 11 years before moving to Rockford following his retirement 12 years ago. On Mar. 31 he and his wife had celebrated their 63rd wedding anniversary. Survivors include his wife Lottie, four sons, Dr. Allen Miller of Rockford, Everett H. of Ipswich, S. D., Carl W. of Elkhorn, Wis., and Ralph A. of Gary, Ind., and two daughters, Mrs. Vera C. Woessner, Shannon, Ill., and Mrs. W. E. Yarnell, Rockford.

Third District

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

After more than 50 years of continuous employment with the Road, Conductor J. E. Taylor retired on June 15. Entering the service as brakeman on Aug. 15, 1899, he was promoted to freight conductor in 1905 and to passenger conductor in 1944. He and Mrs. Taylor will live in their cottage in north central Wisconsin.

J. J. Trampf, conductor, on the Ripon patrol, is the father of a son, Michael Joseph, born May 17 at Berlin Hospital.

Joe Collins, retired engineer, visited friends in Horicon and Fox Lake recently.

Gordon Muenchow, trucker at Horicon has taken up his new duties as clerk at Racine. He plans to move his family there later.

Section Foreman Glen Baitinger and family of Winneconne attended graduation exercises at the University of Wisconsin on June 16. Mr. Baitinger's son was among the graduates.

As this is written W. G. Kreuger, agent at Brandon, D. L. Craig, agent at Winneconne, and R. H. Porten, Jr., operator at Beaver Dam, are enjoying their vacations.

TERRE HAUTE DIVISION

West Clinton Area

Earl H. Lehman, Correspondent

Part of this month's notes were written on the ocean beach. Your reporter and wife spent their vacation with his sister and her husband in beautiful Lake Worth, Fla. It was the second meeting in 30 years, and their southern hospitality will never be forgotten.

Freight Conductor Vernon Botner and wife enjoyed a trip through Tennessee in June.

Charles Francis, retired carman, of Terre Haute, has been seriously ill for some time.

Car Foreman Charles Reedy took his vacation the latter part of June, determined to outdo retired conductor George Bain as a fisherman.

Section Foreman H. T. Gish is in charge



Hoosier State Employees. . . The first trick office force at West Clinton, Ind., and the crews of two yard engines and the Latta turn. First row, from left: Brakeman Roy Sears, Conductor Mark Carter, Engineer Reed McGinnis, Yardmaster R. T. Davis, Conductor Charles C. Draper, Agent M. H. McCandless, and chief clerk to agent C. H. Dietz. Second row, from left: Engineer Francis Allen (on engine step), Engineer Carl Vanmeter, Engineer Rendle Endicott, Brakeman John Forehand, Clerk Earl Lehman, Conductor William Young, Conductor George Hopkins, Conductor Homer McBride, Conductor Lee Brown and Operator Al Gee. (Picture by Conductor Paul Thompson.)

of an extra gang out of Faithorn this summer. Jesse Rusmiser is acting foreman here during his absence.

Charles Jones, furloughed carman, has been very ill at his home for some time.

Car Inspector Elsa Hale "enjoyed" his vacation by painting his house.

Stockman Alvin Reed and wife worked early and late to get their house painted so they could enjoy their camp at Waveland in July.

Henry W. Glass, retired conductor, died after a brief illness on June 20. Although he retired several years ago on account of ill health, his death was a shock to our community. He was a brother of Storekeeper Walter Glass. Interment was in the Chrisman, Ill., cemetery. The St. Bernice honor guard of the American Legion held military rites at the grave. He is survived by Mrs. Glass and sons John and Robert.

Conductor and Mrs. O. S. Hadden were on a fishing trip in northern Minnesota in June—without much luck.

Chief Caller Lawrence McKay spent his vacation in June on "the banks of the Wabash" at Clinton. Virginia Parker worked first trick while he was away.

Sympathy is extended to Car Inspector John Stewart in the death of Mrs. Stewart on June 25, after an illness of several weeks.

Sympathy is extended to Conductor Jay Kindred in the death of his brother Guy, at Seymour on June 11. He was agent at

the Seymour station for a number of years.

Section Laborer William Lane and wife visited the state parks of Indiana on their vacation in June.

Walter Blaker, retired engineer, is now a resident of Bloomfield, Ind.

Brakeman Louis Hedges surprised his friends by moving to Clinton—and getting married.

Paul Mueller, former roundhouse foreman, died suddenly at Sioux City in June. We extend sympathy to his son Carl, who is a crane operator here.

Roundhouse Foreman Harry Richards was on vacation in June, being relieved by Foreman John Gavin.

Yard Clerk Ray Williams brought in a nice catch of bass one day in June, so what do you say? Let's go fishing!

Terre Haute District

T. I. Colwell, Correspondent

The brother of Dispatcher "Doc" Heller was killed accidentally on June 1, while employed as a division engineer by the Wabash Railroad. Burial was at Terre Haute.

Conductor William J. Russell has returned from a check-up at Barnes Hospital, St. Louis. He is taking a rest cure.

Herschel Austin, chief clerk in the car

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1457 Grand Avenue

St. Paul, Minn.



department, vacationed early in June. He has been under par for a while and spent part of his vacation going through the clinic.

The Gregory Furniture Company has located on our tracks across from the ordnance depot on North Fruitridge Avenue and rapid progress is being made on their buildings.

On long distance vacations are Dick Meek of the traffic department, who is driving through the East and into Canada; Operators Jim Anderson and "Duffy" Nunley who have gone to Ellsworth, Me., for reserve Naval training; Freight House Clerk E. A. Smith and wife to Montauk, N. Y.; Yard Clerk Kenneth Chumley and family to Elyria, Ohio; and Conductor M. F. Ernhart and wife, Yard Conductor J. H. Isbell and family and Clerk Francis Pettus to California.

Mrs. Harry Edwards, wife of dispatcher, was in a hospital at Seymour, Ind., during the latter part of June.

I & D DIVISION

Karen B. Rugee, Division Editor

Train Dispatcher Carl Anderson and his wife have returned from a 5,000-mile auto trip through the East. They visited Richmond, Williamsburg, Washington, D. C., and Boston, traveled up the coast through the New England States into Canada, and took a boat trip through the Thousand Islands. The historic spots they saw included Monticello, Hyde Park, and Lincoln's home and tomb at Springfield, Ill. Carl should have the new Oldsmobile pretty well broken in now.

Employees of the superintendent's office entertained Mr. and Mrs. Dodds at a dinner at the Eadmar Hotel on June 20. It was in the nature of an early farewell party and a gift was presented to the Dodds' by the office force. The remainder of the evening was spent playing cards at the Dodds' home. As we recall, it isn't the first time that Mr. and Mrs. D. V. Woodhouse have carried home both prizes.

Grace Moran, a stenographer in the D.F.&P.A. office at Mason City, has returned from Rochester, Minn., but will not be back to work until she has a checkup and is released by the doctor.

Corneleo Monteon, clerk in the Mason City freight office, has been undergoing treatment at the hospital in Iowa City.

Agent R. H. Betts at Murdo, S. D., informs us that the Milwaukee water tank, built in 1907, was dismantled in June.

We are sorry to lose Trainmaster R. L. Hicks and Captain of Police A. J. Peters. They are being replaced, respectively, by F. H. Ryan and H. H. Harvey.

Second District

Fay Ness, Correspondent

Traveling Auditor T. D. Hakes and wife attended commencement exercises at the University of Iowa, where both their son and son-in-law were graduated with the June class.

What started out as a happy family outing ended in tragedy on May 30 when Paul B. Mueller, roundhouse foreman at Sioux City, was drowned at Storm Lake, Ia. Mr. Mueller and his wife met Kenneth Sabin (engineer on a leave of absence) and his family for an outing. Mr. Mueller, Mr. Sabin and his wife and daughter were in a boat which had an outboard motor when a storm came up and capsized it. The four persons held to the boat for 15 minutes. Kenny, however, was unable to aid them all and Mr. Mueller lost his hold and sank. The Sabin family were rescued later by a lake patrol boat. Mr. Mueller's body was recovered from 10 feet of water but did not respond to artificial respiration.

Paul Mueller had been employed by the Road as a machinist and roundhouse foreman at Milwaukee, Sioux City, Terre Haute, Bensenville, West Clinton, Western Avenue and Deer Lodge. He is survived by his widow and two sons. Funeral services were held at St. John's Church, Sheyboygan, Wis.

Fred L. Costello, formerly employed as a stenographer-clerk and a former correspondent for The Milwaukee Road Magazine, passed away after a heart seizure at New Orleans on June 21. Fred, who retired on Jan. 1, had been in poor health for a long time and had gone south before establishing himself permanently in California. He is survived by his widow and children.

John A. Thompson has been appointed roundhouse foreman at Sioux City to fill the vacancy created by the death of Mr. Mueller.

Bruce M. Talcott, retired passenger brakeman, died on June 18 at South Sioux City, Neb., after a long illness. Funeral services were held at Sioux City. He is survived by his widow and a son, Conductor Felton C. Talcott of this division.

Traveling Engineer G. C. Groves and family are enjoying a vacation in Minnesota. We wonder if Jerry will prove to be as good a fisherman as his father who caught the 94 and a half pound blue catfish last year.

Texas claims the story about the little girl who was listening to a reminiscence which concerned her great-grandmother. "I'd like to see her," she said. "But you can't dear, she's dead." "Who shot her?"

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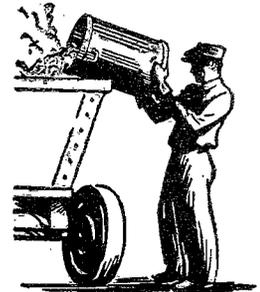
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TRY GLENDORA the next time you order coal

ORIGINATING ON THE MILWAUKEE ROAD

8 So. Michigan Ave., Chicago

Sioux Falls Line

V. L. West, Correspondent

Trainman Z. Jenkins spent his vacation along the Mississippi and reported that it rained most of the time.

Switchman Pete Larson spent his vacation fishing in Minnesota, with very good luck.

Switchman E. A. Miller and family are spending their vacation on the west coast.

Ed Hoellworth, C. L. rate clerk, attended the Sangerfest in Chicago and reported that he met some great singing stars.

Roy Hilton, roundhouse worker, spent his vacation in Tennessee and South Carolina.

Storekeeper E. Bahr, and Checker L. Scott and families went fishing at Red Iron on their vacation.

Marion Rinderneck, billing clerk, took time off to visit her old homestead at Wolf-

boro, N. H.; also took in Quebec, Ont., New York City and Washington, D. C.

The Milwaukee Women's Club picnic was held June 25 at McKennan Park; very good attendance was shown. Some of the men were stiff the next day as the result of a strenuous softball game.

Sanborn-Rapid City

Albert J. Gall, Correspondent

Conductor Robert J. Quass and wife of Mitchell attended the annual Quass family picnic held in Cedar Rapids, Ia., on June 4. They bought a new Chevrolet and drove it down, stopping at their old home in Independence, Ia., to visit; also visited Mrs. Quass' brother who is the agent at Cylinder, Ia.

Fay Higgins, dispatcher at Mitchell, and his wife and daughter are visiting in California. Conductors O. O. Callen and A. J. Place of Rapid City and their wives are also in California.

Charles Kuckelburg, agent at Presho, and family are vacationing in Washington and California.

Conductor M. F. Boyden of Mitchell is up in northern Minnesota to do some fishing.

D. O. Burke of Madison is the new chief dispatcher at Mitchell. Delbert has worked at Mitchell before as dispatcher.

gave him quite a wedding. He is getting along nicely.

Albert Reinholz, retired warehouseman, died at Appleton, Wis. recently. Sympathy is extended to his family.

Allie Lewis, retired switchman at Green Bay, died on June 24.

Mrs. Earl Chapman, wife of retired conductor, passed away on June 27.

Myrtle B. Herman, clerk of the superintendent's office, is spending her vacation on the west coast with her sister and daughter.

COAST DIVISION

Harry W. Anderson, Division Editor



C. R. Gordon

Crawford R. Gordon, agent at Sequim since August, 1940, retired on June 1. Mr. Gordon was born on July 4, 1876, near Gladbrook, Ia., and started his railroad service by learning telegraphy in the yard office of the Des Moines Union Railway. He

worked at various jobs for the DMU, and for two years was night ticket clerk in the Union Depot. After that he joined with about 30,000 others and went to the Klondike, Alaska, to look for gold, but just about broke even. On July 1, 1899, he took up railroading again and worked for various lines, starting on the Milwaukee on Dec. 24, 1910, at Cedar Falls, Wash. He held the agency at Monroe, Wash., for 22 years. We all wish him the best of health, and many years to enjoy his retirement.

The mother of Ruth Phelps, stenographer in superintendent's office at Tacoma, passed away at her home following a short illness.

Nick Fabina, stenographer in superintendent's office, recently suffered a bad cut on his elbow. It seems that he got up during the night to let the dog out and stumbled over a carpet and fell. At least, that is his story and he is sticking to it.

A party was held in the superintendent's office recently to honor Signal Supervisor E. P. Allen who retired after many years of faithful work. A camera was presented to him so he can make a visual record of his leisure time travels, the first being a trip to Detroit.

Al Nance, secretary to Superintendent A. O. Thor, made a boat trip to Bellingham as a member of the Naval Reserve. He came back sounding like a fog horn—too much salt air.

Dick Ellis, former store department employe and son of Chief Clerk Lester Ellis, jumped off the deep end into the sea of matrimony at a big church wedding on May 30. Dick is attending the University of Washington, majoring in pharmacy.

Fay Smith, agent at Port Angeles, Wash., passed away suddenly. Fay had been on the Coast Division since January, 1919, and was liked by everyone.

Vacation season is here for sure. May Brown, chief dispatcher's stenographer, went to California to visit son's family. Florence McMahan, stenographer in the engineering office is taking the whole month of July for recreation. Harry Anderson, clerk in superintendent's office, and the Mrs. plan to spend some time in New York City visiting their son Kenneth who is studying for his Ph.D. at Columbia University, and the balance of their vacation in upper Mich-

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General Office, Chicago

SUPERIOR DIVISION

M. B. Herman, Correspondent

Ed Maloney, a faithful employe of the railroad for 50 years, has announced his intention of retiring this year.

Walter Lear, 61, of Channing, retired recently. We wish him many years in which to enjoy his retirement.

Chief Clerk W. F. Kramer has been on a two-week vacation. He said he was taking his daughters to his boyhood country, near McGregor, Ia., and visiting other places of interest.

Young Bosar, who had a leg amputated as the result of an accident at Iron Mountain, was married in the Veterans Hospital at Iron Mountain and reports are that the hospital

CLYDE LAMB

"I LIKE RIDING ON TIMKEN ROLLER BEARINGS... MY EGGS DON'T ROLL!"
(Advertisement)

igan. Ethel Schmidt, stenographer in store department, is going to Long Beach, Calif., by air (wants to get there in a hurry—must be a reason). Louie Seaman, secretary to assistant general storekeeper, is going back to the old home town of Butte, Mont. Gertrude Alden, clerk in superintendent's office, and her sister Helen, who is with the Weyerhaeuser Timber Co., are taking their vacations together and are motoring to Spokane.

Jeanette Lewis, former stenographer in B&B office who was married last August and left for New York where her husband entered the University of Columbia, has returned and is building a home in Puyallup. Her husband, Jim Turman, has obtained a teaching position in the Puyallup High School.

Seattle Yard

F. J. Kratschmer, Correspondent

A. E. Ratcliffe, retired locomotive fireman, called at the roundhouse recently and swapped yarns with old time buddies.

Ferd Klug, retired chief of the B&B on the Coast Division, was a visitor in June. He is now living on a small ranch at Summit, just out of Tacoma.

Switchman Ralph Hawkins reports that his wife is doing nicely after recently undergoing an operation in a local hospital.

Locomotive Fireman W. M. Vergason is now batching it, having sent his wife to New London, Conn., for a visit.

Oscar Lano, retired locomotive engineer, and his wife have both been reported on the sick list lately.

Carman Steve Gage who is local chairman for the carman's union, attended the Joint Protective Board meeting in Milwaukee recently.

Faye Fox, yard clerk, was on the sick list in May. He then took his vacation and on his return relieved John Hogan who took off two weeks in June.

Assistant Superintendent A. W. Herwin spent two weeks in Canada during June and made an inspection of the new railroad which is being built by the Pacific Great Eastern out of Grinnel.

Ray Holmes, helper at the roundhouse, started a little automobile swapping recently and wound up with a Hudson '39.

S. Martin, carman helper, transferred from Tacoma to the local car department force on June 1.

Tacoma

R. A. Grummel, Correspondent

A crowd of parents and friends was on hand at the Milwaukee passenger station Thursday noon, June 22, to bid goodbye to 266 Boy Scouts who were leaving for a three-week cross-country trip to the national jamboree at Valley Forge, Pa. The trip was to take them as far east as the nation's capital. The city officials present included Mayor John Anderson and Sam Thornhill, vice president of the Mt. Rainier Council of Boy Scouts.

The nuptial knot was tied for Robert D. LaHatt, ACYC at Tacoma yards, and Ruth Lorraine Nuss on May 24 at the Epworth Methodist Church in Tacoma.

On the vacation calendar: Glen Russell, ticket clerk at Tacoma passenger station, in Los Angeles to attend the imperial session of the AAONOMS. We received one postal card from Glen on which is advised that he had three rooms but hadn't used any. We hope he got a nice rest.

Cruising on his boat around the San

Juan Island and British Columbia was Messenger William Meade and wife.

Messenger George F. Hopkins has returned from a vacation in San Francisco.

Mrs. Velma Wheeler, assistant cashier at the freight office, and Mr. Wheeler, agent at Eatonville, Wash., took a month's vacation, driving in their new Commodore Hudson through Minnesota, Arkansas, Missouri,

Southern California and to Bloomington, Ind., where they visited son Robert who is professor of religion at the university in Bloomington.

Board Clerk Helen Strub and family are motoring to Montana. Yard Clerk Jack Beavers is relieving.

Chief Yard Clerk Bob Shipley was called to Cross Plains, Wis., recently due to the ill-

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(Advertisement)

Oklahoma and New Mexico.

Switching Clerk Virgil Spann and wife are off to Detroit to pick up their new Plymouth sedan and then drive on to visit their parents in Nebraska and to other points west.

Mr. and Mrs. James S. Eccles of Seattle (retired chief clerk to superintendent at Tacoma) returned recently from a trip to

ness of his mother.

Charles HeuDeBourck, former Tacoma yard conductor who has made his home with his sister, Eria Davison, at 841 E. Calavera Street, Altadena, Calif., following the death of his wife, stopped in recently to say goodbye after a visit with his old friends here. Charlie, over the 80 mark, has been retired for some time but is still the debonair Beau

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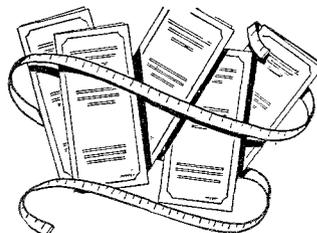
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— CHATTANOOGA, TENNESSEE —



Brummell of the pensioners.

The center of much activity for many Tacomans is the Tacoma Yacht Club. Nautical minded Juanita Steffens, stenographer in the car department who is the daughter of Chief Clerk L. O. Sargent, is often seen preparing her craft and gear for week end outings. We hear that she is a fine sailor.

**Seattle Local Freight Office and
Marine Dept.**

F. W. Rasmussen, Correspondent

Carl R. Wohlers, messenger local freight, was married on May 5 to Norma Crandall of Kent, Wash. After a short honeymoon they will live in their new home at 12204 20th Avenue, South Boulevard Park, Seattle.

Alice Gould, secretary to Agent Ludwick, and Bernice Wirth, former clerk, spent their recent vacations in Southern California and Salt Lake City. Accountant Mildred Fetters spent her vacation in Southern California and Tia Juana, Mexico.

Gertrude Deeny, clerk in local freight, left early in May for the Holy Year Pilgrimage to Rome. She will also visit in Portugal, Spain, Switzerland and France.

Marion Rowe, daughter of Chief Engineer C. W. Rowe of the tug Milwaukee, recently performed in a recital at the Metropolitan Theatre in Seattle as a student of ballet dancing from the Paulsbo High School.

Mazie Knowles spent a few weeks in Des Moines recently, visiting that new granddaughter.

Stenographer Elizabeth Gosha with her daughters Jean and Judith and a sister from Minot, N. D., spent her vacation in Southern California.

William K. Snyder, retired, and wife invited their friends to celebrate their 50th wedding anniversary with them June 11. Mr. Snyder was for a long time employed in the cashier's office in Seattle.

The Gantys have been heard from—about a year ago Charlie retired as switching clerk in the local freight office and located in San Bernardino, Calif. They have been touring the East and Charlie returned to San Bernardino with his son in their new car. Mrs. Ganty will visit with their daughter in Seattle before returning home.

Mrs. Madeline Helen Givins, former clerk and timekeeper of the local freight, died on June 13. She had been unable to work for

the past couple of years. Her employment dated back to 1919.

Frank Gustin, retired barge captain, and wife were Seattle visitors. Frank retired in November, 1947, and since then has made his home at 425 Smith Street, Long Beach, Calif. He will be glad to have his Milwaukee friends call on their trips through California.

Frank Hertz, janitor at the local freight for the past five years, died on June 20. Funeral service was held at the Angeles Funeral Home and interment was at Greenwood cemetery, Renton. Frank worked for the Pennsylvania some 20 years before coming to Seattle. He is survived by his widow Betty and several stepchildren.

Charles Ingalls, car clerk, and wife spent their vacation in Minneapolis and other points along the line.

W. H. Rode, reclaim clerk, and wife have returned from visiting in Chicago, Minneapolis and other eastern points.

Mrs. Walter Miesuk, wife of checker, and daughter Ilona and son Ivan are visiting their old home in Chicago.

Mrs. Anna Fink, mother of Station Accountant Ray Fink, died at her Tacoma home at the age of 84 on June 20.

Myrtle Kruse, steno-clerk in cashier's office, spent her vacation in Southern California and Mexico.

TWIN CITY TERMINALS

F. P. Rogers, Division Editor

The J. H. Foster Service Club, Minneapolis, held its 10th annual picnic at Antler's Park, on the shores of Lake Marion at Lakeville, Minn., on June 11. This being the 10th anniversary of the club, special preparations were made for the event under the leadership of Chairman Roy Melquist. Arriving early in the day were some 500 employees and their families. Special entertainment was under the direction of George Benz. There were games and races, free pop and ice cream, and to climax the afternoon, a softball game between employees of the shops and the switchmen. After the game, swimming, boating and fishing were enjoyed by the picnickers. Late in the afternoon some 200 more employees and their families arrived to join in a picnic supper and to take part in the entertainment and dancing which had been planned for the evening.

It was a day that will long be remembered by the employees of the Twin City Terminals and everyone left the picnic grounds commending the chairman and his committees. The committee chairmen were George Benz, Norris Groth, Carl Rodin, I. L. Muir, F. P. Rogers, E. Baeyen, S. Smith, Frank Thori and Richard Anderson.

St. Paul Traffic Department

Brooksie Burk, Correspondent

Visitors in our office in June included Lt. Col. Robert Burns and his young "adjutant," Jimmy. The younger Mr. Burns wanted to see his grandfather, R. A. Burns, in action as our general agent. He appeared satisfied.

Lieutenant Colonel Burns and his family spent a few weeks in St. Paul before he took up his new duties at Glenview, Ill., where he has been transferred from Washington. The transfer brings the family closer to home, and that pleases everyone.

No man is lonely while eating spaghetti—it requires so much attention.—*Christopher Morley.*



Mib Champion . . . For the second time in three years Jack Hosking, 13-year-old son of Ray Hosking, ticket clerk at Mitchell, S. D., has won the state marble shooting title. Jack has also been city champion for the past three years. This summer he will represent South Dakota in the national tournament at Eaton Rapids, Wis. (Photo by the Mitchell Daily Republic.)

South Minneapolis Car Dept. and Coach Yard

Oriole M. Smythe, Correspondent

Chief Clerk Charles A. Laird and Mrs. Laird vacationed in Los Angeles, taking in the Shriners' convention.

General Car Foreman Joseph J. Drinka and family started on their recent vacation with a new Ford sedan.

A group of friends held open house at the home of Mr. and Mrs. Einar Hauger on their 25th wedding anniversary, June 18.

Boilermaker Helper Rudolph Oppedahl, Minneapolis, retired in May after 33 years of service with the Road.

Carman Helper George T. Ragan retired in May due to poor health.

Minneapolis Local Freight and Traffic Department

Leda M. Mars, Correspondent

The local freight helped Agnes Tabaka celebrate her marriage to Jerry Nowak on June 24 at Holy Cross Church. A dinner and dance was held that evening at P.N.A. Hall. The couple are spending their honeymoon along the North Shore.

Another June wedding—Ann O'Toole was married to John Starr on June 17 at St. Lawrence Church.

After a month's absence due to illness, Harry Nee was expected back to work July 3.

Elizabeth Hessburg had a busy vacation this year—a week at Lock Lake and a week cleaning the family homestead.

Marjorie Hipke is dazzling the local freight with a new diamond ring. She is planning a fall wedding.

Omaha was recently honored with a week's visit by our own Jennie Goss who spent the time with her sister.

July, 1950

St. Paul Freight Station

Allen C. Rothmund, Correspondent

Clara McKenna was PBX operator for two weeks during Marion Cashill's recent absence.

Ray Sheehan is sporting a new automobile. Yes, the color is green.

Due to illness, Messenger Robert Bruch will be off duty for some time. His successor is Richard Thelen, a son of Al Thelen, delivery clerk. Al has also been on the sick list for some time and is still off duty.

The war talk of today has me interested, for I have three boys connected with the service. The oldest, Dudley, is a captain in the Transportation Corps stationed near San Francisco, the next oldest, John, is a captain in the Air Corps, Administration Department, and the other boy, Richard, is a captain in the ROTC.

H & D DIVISION

West H & D

Lloyd Gilbert, Division Editor

B&B Clerk Joyce Boettcher, daughter of Roadmaster E. F. Boettcher, became Mrs. Victor Fergen at Aberdeen on July 3. The couple will move to Fargo in the late summer.

Operator Joyce Udseth who left the Road in 1949 to take a position with the Northwest Bank in Minneapolis, became Mrs. John Lynch on July 15. She will continue to live in the Twin City area.

Chief Clerk W. J. Kane is having a memorable month of college graduations. Son Steven obtained a degree in economics at the University of South Dakota; John's degree was B.S. in physics at South Dakota School of Mines, and William, Jr., graduated from Nebraska University with a degree in fine arts. Still in school are Martin, at St. Thomas College in St. Paul, and Joseph at Marquette University in Milwaukee.

Latest reported new car owner is Police Captain A. W. Hass with a 1950 Plymouth in robin's egg blue.

To advertise the local American Legion Horse Fair for the week of July 3-10, a beard-raising contest was arranged. Rails who let 'em grow were R. F. Huger, W. J. Kane, Carl Borgh and Yours Truly.

Middle H & D

R. F. Huger, Correspondent

Ticket Agent E. J. Albrecht and wife vacationed in California, returning by way of Yellowstone Park.

H. J. Walth, agent at Warner, and wife are vacationing in California and may do some gold prospecting while there. Mr. Walth is being relieved by Mickey Mutschelknaus.

Conductor Ira Bush is contemplating a trip to Biloxi and New Orleans.

Conductor Al Leibenow and wife are vacationing at Seattle and vicinity.

Dispatcher R. K. Nystrom is driving a new Ford.

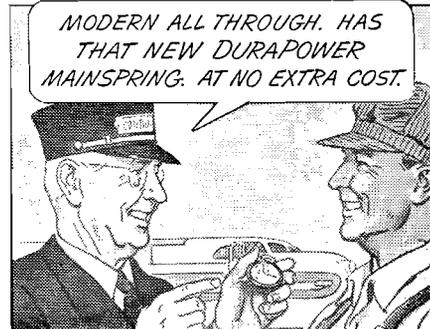
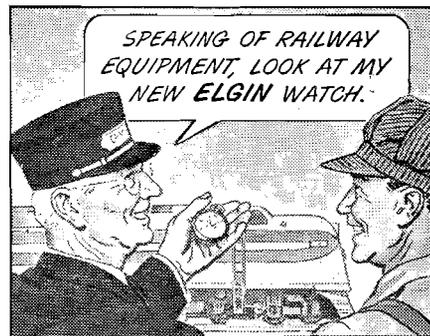
Any news of trips, fish stories, or pictures of same, will be welcome and will help in getting out the news.

On one of those quiz shows where they give away fabulous prizes, a plump housewife collected the \$1,000 jackpot.

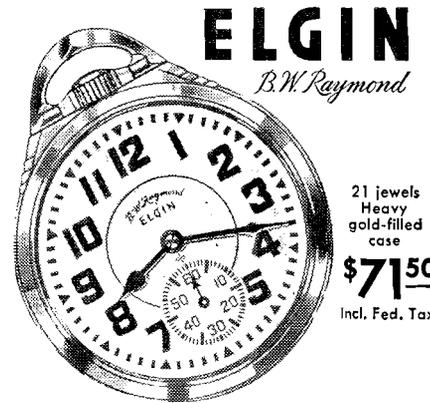
"And what's the first thing you are going to do with all of this money?" burred the master of ceremonies.

"Count it," said the housewife simply.

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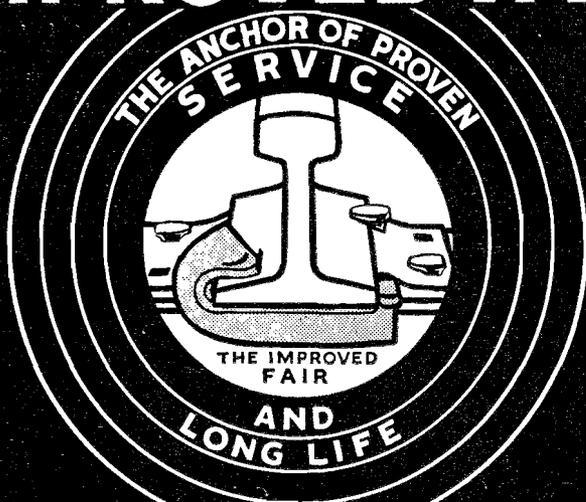
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East H & D

Martha Moehring, Correspondent

Quite a number of our men enjoyed the Los Angeles Shrine convention and the tours held in connection with it. Among those who covered the western scenery were Engineers Andy Hoaglund, Bill Frederickson, Jack Mace and Merle Hammell. Engineer Hammell was a member of the drum corps and traveled with the uniformed body. Conductor T. A. Monroe drove out by car and met with an accident which turned out plenty lucky—nobody was badly hurt.

Conductor W. E. Hodge and his wife and parents have returned from an 1,850-mile auto trip through Wisconsin and Illinois. Bill's parents are both 82 years old and enjoyed the trip as much as Bill and Stella.

Conductor Fred Bakke and his wife recently took a trip along the North Shore Drive in northern Minnesota. This was in the nature of a rest after marrying off their daughter Janice to Carl Fosnes of St. Paul.

Congratulations to Brakeman Duane Schumm of Minneapolis who was married recently to Mary Lou Younker.

The Lloyd Charters have a new son, David Allen. He arrived conveniently during Lloyd's vacation.

Brakeman Red Martin has a fine hobby of woodworking. His specialty is scroll work. He has made all of the furniture in his apartment and the walls are decorated with other specimens of his work. He's thinking seriously now of suspending some of his handiwork from the ceiling, to make room.

Every time the dog catcher is seen in the vicinity of the Monte offices somebody ducks Boomer, the round-

house guardian, out of sight. Boomer senses that the law is after him and cooperates nicely by staying inside until the danger is over. It isn't that he hasn't a license—the employes have seen to that—but as yet they have found no appropriate place to display it. Boomer's head is smaller than his neck and how can you keep a collar on a pooch like that?

Baggage man Harrison Cadwell is wondering if it pays to keep on trying to catch fish. It is discouraging to have the best of equipment and then to have the biggest fish you ever catch measure six and a quarter inches.

LACROSSE & RIVER DIVISION

Second District

H. F. Ogden, Correspondent

John Haniff, B&B carpenter, LaCrosse, has been confined to hospital since June 8.

Clara Johnson, clerk in the superintendents' office, is still on the disabled list on account of a broken arm.

Trainmaster J. T. Hayes spent his vacation in June, visiting friends and relatives back East.

Trainmaster's Clerk Carl Figgie left the railroad to go into business for himself at Kenosha, Wis.

Mr. and Mrs. Dominic J. Devine (retired yard clerk and wife), LaCrosse, celebrated their golden wedding anniversary on June 5 with their 12 children and their families, and many friends. John Larkin, retired passenger conductor, L&R First district, and Mrs. Larkin attended the couple, representing the original attendants.

Clerk Gordon Meyer is doing vacation relief work at LaCrosse during his vacation from college.

Third District

M. G. Conklin, Correspondent

Howard S. Dunham, who was car foreman at Minocqua for many years, died after a long illness on May 30. Funeral services were held at Minocqua.

J. P. Horn, retired roundhouse foreman, and Mrs. Horn, after returning from an automobile trip through the East, attended the Shriners' national convention in Los Angeles. They were accompanied by Conductor H. R. Johnson and Mrs. Johnson who will visit at Salt Lake City and Pueblo, N. M., on their return trip.

Mr. and Mrs. Erdmond Smith have returned from a fishing trip in Canada.

E. F. Saathoff has been appointed car foreman at Minocqua.

Rufus P. Rawson, retired conductor, and Mrs. Rawson held open house at the Women's Club in Wausau on June 25, in celebration of their golden wedding anniversary.

Robert Schaupp, son of Mr. and Mrs. H. J. Schaupp, was recently pledged by Beta Theta Pi fraternity at Lawrence College, Appleton. Robert, a junior, is president of the International Relations Club, business manager of the campus year book, and a counselor to freshmen at the college.

George W. Leney, son of Mr. and Mrs. Bert Leney, was one of the senior and graduate students at the University of Michigan who was initiated into Phi Kappa Phi, national honor society.

Seward F. Philpot, Jr., received a bachelor of arts degree from the college of science, literature, and arts, majoring in economics and political science, at the University of



Conductor W. E. "Sonny" Hocum of the H&D Division looking modest while posing with one of the 10-pound northerns he has pulled out of the streams around Montevideo, Minn., lately.

Minnesota. Mr. Philpot and the Misses Jane and Katherine, attended the commencement exercises.

Calvin Chamberlain, son of Mr. and Mrs. Ralph Chamberlain, received a degree from Lawrence College, Appleton. Calvin is president of Sigma Phi Epsilon fraternity, a member of the Lettermen's Club, the International Relations Club, and the football and wrestling teams.

Mr. and Mrs. G. F. Loomis have returned from Denver, where they attended commencement exercises for Mrs. Loomis' son, James G. Delaney, who received a degree from the University of Denver.

Mr. and Mrs. George Schubring and sons George, Jr., and Donald, attended the wedding of their son and brother, James, and Miss LaVerne Johnson in Sioux Falls, S. D. James is finishing work on his degree at Augustana College in Sioux Falls. He is now serving the First Baptist Church of Unityville, S. D.

Engineer Arthur Janz and Mrs. Janz are spending their vacation in Chicago.

Roundhouse Foreman Robert Cadden and Mrs. Cadden recently visited in St. Louis.

D & I DIVISION

E. Stevens, Division Editor

The off-duty alertness of Dispatcher Z. G. Reiff is credited with averting a possible derailment at Savanna on June 1. Reiff who was standing on the passenger depot platform that afternoon as Dubuque No. 81 was leaving the west end of the yard, observed that a brake rigging was dragging against the north rail. He immediately signaled the engineer and the train was stopped just short of the switch to the roundhouse lead and the CB&Q crossing. An inspection showed that the rigging was down on a box car about 15 cars behind the engine.

Mrs. Catherine McNamara, the mother of Mrs. N. F. Kelsey, wife of roadmaster, passed away at the family home in Dubuque on June 15.

A daughter, Audrey Ruth, arrived at the home of Iowa Division Conductor Louis V. Cervený in June.

William Mach, retired car department

July, 1950

employee, Savanna, passed away on June 24 in the city hospital. Surviving are his widow, three daughters and a son.

Second District

Reube Kearney, retired conductor, remains very ill in a hospital in La Crosse.

Third District

John Wischaupt, retired engineer, Ottumwa, died of a heart seizure on June 28 after attending funeral services for Jerry Collins, Kansas City Division conductor. Mr. Wischaupt entered railroad service as a fireman on Aug. 6, 1900, and was promoted to engineer on Aug. 30, 1906. He retired on June 15, 1949.

Quad-Cities Area

Marion L. Arnold, Correspondent

Sympathy is extended to O. K. Welty, retired yard clerk, in the death of his wife, Irene, in Boulder, Colo., on June 18. Irene was in charge of the lunch stand in the Union Depot before their move to Colorado. Mr. Welty will return to Iowa in the near future.

Engineer Ernie Johnson planned on returning to work around July 1—he has been off due to illness. Switchman George Welch returned to work on June 26 after being off for three months due to illness. General Clerk Francis Light of East Moline has taken a sick leave.

The month of June brought baby girls to the families of Boilermaker Helper Mark Valley and Engineer Earl Henning.

Many of our employes are vacationing at this time. Engineer Glen Close and wife drove to California, visiting their son in San Francisco and their two daughters in Sacramento. They returned by way of Salt Lake City, Rocky Mountain National Park and Denver. Agent R. G. McGee and family are also vacationing in California. Engineer Earl Prusia and his wife, Car Clerk Katherine Prusia, spent a few days in Chicago and while there called on J. E. Ryan, former trainmaster at Davenport. Rate Clerk Mildred Logan, her husband and son, Jimmy, visited Millie's sister in Madison and her mother in Mt. Carroll. D.F.&P.A. Frank Hagendorf and wife spent their vacation in Wausau, Wis. Switchman Pete Crouse went to Minnesota for two weeks of fishing; reports a record catch.



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MILWAUKEE TERMINALS

Chestnut St., North Milwaukee and North Avenue

Dick Steuer, Correspondent

June 24 was the day and Gesu Church was the setting for the marriage ceremony which united Miss Jean Knop, daughter of Mr. and Mrs. John Knop, and Peter Thomas. After a wedding dinner at the Hillcrest Tea Room, and a reception at the Underwood Hotel the young couple left for a honeymoon in northern Wisconsin and Minnesota.

Our early vacationists are staying close to home. They include Evelyn Scharest, Tony Stollenwork and Eddy Kurtz. We think Eddy picked the best week since the weather was just right for seeding his new lawn.

Mary Pruitt and Don Frank have been "recruited" for duty at Chestnut Street. Mary is helping out in the office while Don is getting acquainted with the various yards in the district.

Superintendent's Office

Grace M. Johnson, Correspondent

Charlie Tennant, retired yardmaster, was in this office recently and gave such a wonderful description of his rose garden that we all wanted to go right out to Big Bend. Of course, we have yardmasters not retired, who go in for flower raising, too. Earl Falconer of the Menominee Belt, in spite of being in a wild spot to work, finds time to beautify the new yardmaster's office building. Earl is an authority on raising African violets, I hear. He has put in a lovely flower bed outside the office which everyone enjoys.

Chris Miller, retired switchman and former local chairman for the B.R.T., stops in frequently and always has some results of his hobby crafts to display. This time it was a mandolin-ukelele which he had made. The instrument has a fine tone and is made of metal, so should withstand the hot music. Chris has made several violins and many toys of his own invention. His friends are trying to get possession of this ukelele to send to Arthur Godfrey.

Matt Miller, 87, was in to say hello recently. Matt doesn't change and seems to



know nothing about growing old. He likes to recount that he worked as switchman in the terminal for 52 years without a personal injury.

Art Reiss, retired yardmaster, stops in to see us also. He seems to be commuting between Seattle and Milwaukee.

Ed Baumann, Glendale yardmaster, has been off for some time due to injuries received when his automobile was struck by another car.

Switchman Joe Alberts is vacationing in Canada—a fishing trip—and expects to bring back a lot of big ones.

Norv Wolf knows a little about real "he-man" fishing, having recently returned from the Popple River Country where he fished for trout.

Paul Bruss is planning a vacation tour of the Southwest. He will go down to El Paso, then up the coast to Tacoma, and then home again.

While we didn't get around to announcing the arrival of Michael James, son of Robert J. Brown, reconsigning clerk in the traffic department, in March, it is not too late to do so now. Grandfather is "Deacon" Brown, general car distributor at Muskego yard.

Fowler Street Station

Pearl Freund, Correspondent

On June 10 the Hiawatha Service Club, Unit 13, held a meeting and party at the North Avenue Station. New officers elected were William Cary, president, Otto Kettner, vice president, and Josephine Conway, secretary-treasurer. Milton Straka furnished a little impromptu entertainment and Otto Kettner was a one man band for the occasion, providing concertina music for dancing.

Mr. and Mrs. George Roessger recently enjoyed a vacation trip to Seattle and Spokane and a visit with relatives at Everett, Wash.

Mildred Janka of the foreman's office, house 7, took a temporary leave of absence on June 30. She had been employed here the past six years. The warehouse force presented her with a cash gift on her last day.

Edward Nowicki and family spent their vacation at Boom Lake, Rhineland, Wis. Ed reported that the fishing was good but the fish small—an honest fisherman!

UNION REFRIGERATOR TRANSIT LINES

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Mr. and Mrs. Mahlon Gilbert are the parents of a son, James, born on June 12. The Gilberts also have a daughter, Linda, age two and a half years.

Grace Tillidetzke and family are off on a motor trip to California. Could be that Norbert had to give the supreme test to that nice new car.

Speaking of new cars, Marge Hagberg finally decided to give up old "Henry" in favor of a newer car which she has nicknamed "Chris." However, Chris let her down badly one night while she was taking a group of girls home from the Hartners. Chris went all right but his lights didn't and Marge had the company of a friendly but determined police escort.

New at the messenger desk is Carol Kettner, daughter of Otto Kettner. She is on vacation from Rufus King High School where she will be a junior next year. Caroline Gretza, just graduated from St. John's Cathedral High School, is now a regular clerk and Nancy Ketchpaw is again lending her services for the summer months.

Joseph M. Hoyle likes to remember his old friends and has been a frequent caller here since his retirement the first of the year.

SEATTLE GENERAL OFFICES

Margaret Hickey, Correspondent

Mary Danielsen, clerk in purchasing department, was married to Hugh Dunn on June 24 at her mother's home. Mr. and Mrs. Dunn will live in Seattle.

E. P. Sima, assistant superintendent of work equipment, is growing bigger and better roses all the time. At the annual Rose Show held here June 22 and 23 he was awarded first prize in the grand sweepstakes, which consisted of the 10 best roses in the show. He also received 19 other ribbons.

General Attorney T. H. Maguire became a grandfather June 20 when little Maureen Maguire made her appearance at Schenectady, N. Y. She is the first arrival in the Thomas H. Maguire, Jr., family. Mr. Maguire, Jr., is connected with the General Electric Company at Schenectady.

Shelleah Williams, of the assistant general manager's office, was observed driving around in a new Studebaker "Champion" car, delivered July 1.

Mrs. Gladys Marshall, telephone operator in the general office who underwent a minor operation at the Swedish Hospital on July 3 is getting along nicely.

Sam Greengard, office assistant in vice president's office, has returned from a vacation trip to San Francisco, Los Angeles, San Diego, LaJolle, and Palm Springs, Calif.; also visited Tijuana, Mexico. He was accompanied by Mrs. Greengard.

Jack Oliver is new clerk in the reservation bureau, replacing Elmer Hensen.

Mrs. Agnes Horak, of the traffic department, is spending her vacation visiting her home town of Cedar Rapids, Ia., and points in Iowa and Illinois. She will pick up a new Pontiac car in Detroit and drive home.

MADISON DIVISION

W. W. Blethen, Correspondent

Superintendent and Mrs. Doud are rejoicing over the arrival of a grandson, Forrest John, born to Mr. and Mrs. Wallace Doud of Milwaukee on June 26.

Engineer J. J. Shipley is confined to St. Mary's Hospital with a broken ankle, the result of an accident at his home on June 16.

Eileen Bleich, stenographer in superintendent's office, reported on June 19 wearing a diamond solitaire on her left hand. The lucky suitor is John Kohls, assistant cashier, freight department at Madison.

On June 17 in the rectory of St. Raphael's Cathedral Miss Lois Tehan, daughter of William Tehan, retired boilermaker of Madison, exchanged nuptial vows with Edward O. Busby of Madison.

Freight Trucker Hugo Schultz recently spent a few days in the Madison General Hospital following an operation. He is getting along fine.

Fred and Mildred Liegois spent the first week of their vacation in New York City, the balance in northern Wisconsin.

One June 14 in St. Sebastian Church at Milwaukee occurred the marriage of Fireman John Goggin and Miss Lily M. Puccio of Madison. Following a wedding breakfast at the Hotel Wisconsin the young people departed for Chicago. They are now at home at Happy Acres Trailer Camp, Madison.

Frank and Catherine Lemanski are vacationing in northern Wisconsin.

Rae Scherneck, maintenance of way department clerk, is vacationing in Atlantic City, Washington, D. C., and New York.

Engineer Forrest Voss, Mrs. Voss and daughter Geraldine, Conductor and Mrs. H. S. Dyer, R. K. Hurlbut and family, and Miss Evelyn Berkan, passenger department, attended the Shrine convention in Los Angeles. They rode the Shriners' Special which left Madison on June 10.

Mr. and Mrs. Phillip Sullivan, Madison,

BUCKEYE CAST STEEL PRODUCTS FOR RAILROADS

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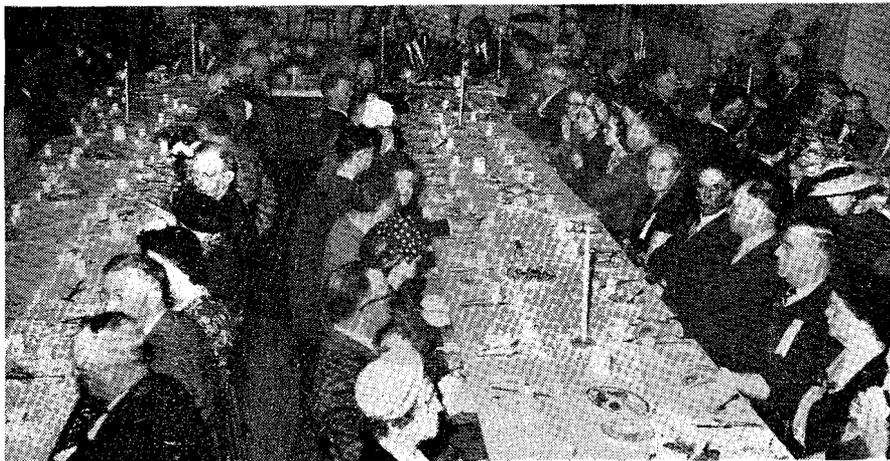
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Group at the recent annual banquet of Lodge No. 625 of the Brotherhood of Railway Trainmen honoring retired members, held in the Knights of Columbus clubroom in Minneapolis. At the speakers' table (background), left to right, are: Clarence Benson, lodge secretary; G. D. Houser, general chairman; W. P. Kennedy, president of the Trainmen; W. R. Manion, LaX&R Division trainman, who served as master of ceremonies; James Tappins, field supervisor; Del Stafford, lodge president; and B. C. McDonald, treasurer.

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MONTREAL

announce the arrival of a boy on June 8—Timothy Lynch is the name. Mrs. Sullivan was "Patsy" Sullivan, steno in the freight department.

Trainmaster and Mrs. S. E. Herzog and daughter Betty are vacationing in Tacoma, Wash.

Miss Joan Pyre is working in the superintendent's office during the vacation period.

Car Foreman H. R. Jones, Mrs. Jones and grand-daughter Barbara Roberts of Janesville motored to Miles City recently to attend a convention.

Car Foreman and Mrs. Orville Roberts, Janesville, spent their vacation motoring through the Tennessee mountains.

Funeral services for Mrs. Betty Jean Everhart, 26, wife of Station Baggage man R. C. Everhart, Madison, were conducted June 6 at St. Bernard's Catholic Church. She is survived by her husband, a son Robert, 4, and a daughter Dorothy, 5 months. Mrs. Everhart was an active worker in the Milwaukee Road Women's Club.

Due to several recent deaths and retirements on the division, the following changes have taken place: C. W. Ebert is appointed agent at Shullsburg; J. A. Preston, agent at Prairie du Chien; W. I. Bell, agent at Juda; W. L. Meiller, agent at Browntown; J. J. Komurka, agent at Belmont.

Miss Joyce Kline, daughter of Mr. and Mrs. William Kline of Madison, has received advice of her acceptance in the University of Wisconsin Medical School.

IOWA DIVISION

Council Bluffs Terminal

Agnes Kinder, Correspondent

Paul Rentenio, section man who underwent an operation recently at Wesley Memorial Hospital in Chicago, is recuperating at his home here in the Bluffs. Yard Clerk Ernie Geisler was a patient at the same hospital undergoing an operation on June 5.

Garfield Turner, locomotive department employe, has been a patient at the Council Bluffs Hospital for some time. His last day at work was Sept. 12, 1949.

At this writing Mrs. Al Lahteist, wife of machinist, is convalescing at home after undergoing an operation.

Mrs. Earl Cook, wife of retired checker, has been very ill for several months and has been confined at various times to the Jennie Edmundson Hospital in this city.

Storekeeper and Mrs. Sodie Blake, have returned from a vacation visit with their daughter and son-in-law in Redding, Calif. They also visited Mrs. Blake's parents at Klamath Falls, Ore.

Leaving for Santa Monica, Calif., via train on June 16 were Agent J. I. McGuire and his family, bound for a vacation.

Car Inspector and Mrs. George Wehrhahn at this writing are at the resort in Minnesota where they love to fish.

Mr. and Mrs. Max Eckert left June 24 for

MARSH & McLENNAN

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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

their favorite resort in Minnesota where they planned to try their luck at fishing. Max is an employe of the store department at this point.

Floyd Lacey, operator in east yard, and his wife vacationed from June 12 to 19, driving to Sioux Falls, S. D. On their return to the Bluffs they went to Lake Manawa where Floyd landed a four-pound bass with no trouble at all.

Carol Jacobsen, daughter of Car Inspector Nels Jacobsen, exchanged nuptial vows with Charles Smith, Jr., in the Seventh Avenue Baptist Church on June 20. Mr. Smith and his bride took a wedding trip to Lake Okoboji.

Middle, West and Des Moines

Viola Ranes, Correspondent

Roadmaster D. W. Loftus and family are spending their vacation near Pequot, Minn. Car Foreman P. D. Salzer and wife and Traveling Auditor Bob Emmerson and wife of Marion will have a cottage in the same area. We are expecting some great fish stories when they return.

Traveling Engineer J. T. Phleger, Mrs. Phleger and son Gary spent a two-week vacation visiting the children in Waterloo, Washington and Des Moines.

Mr. and Mrs. Elbin McClellan of Rockwell City, parents of Lineman Jim McClellan, celebrated their golden wedding anniversary on June 16. Open house was held for their friends and relatives.

E. Dorpinghouse, relief clerk, now has a regular position at Storm Lake.

Mrs. A. V. Airhart, wife of freight platform employe, submitted to surgery recently at the Des Moines General Hospital. She is getting along nicely.

Kenneth G. Hosfield, tracer clerk in the division freight and passenger office at Des Moines, and Miss Shirley Kaster of Kellerton, Ia., were married at Nashua, Ia., in June. They spent their honeymoon in the Ozarks.

Mr. and Mrs. Mason Hildreth, former Perry residents now residing in Long Beach, Calif., celebrated their golden wedding anniversary on June 18. Many friends called during the day, including several Perry families who are vacationing in California. Mason retired from the Road several years ago.

Miss Lavon Jensen, daughter of Engineer Oliver Jensen, was married on June 25 to Hugh S. Pickford of Des Moines.

John Glenn, son of Conductor F. Glenn, and Jack Kanealy, son of Operator D. Kanealy, are two of the Perry Boy Scouts who attended the National Scout Jamboree at Valley Forge, Pa.

Congratulations to Frank Upton on his appointment as master mechanic at Miles City. Frank started his railroad service in Perry

soon after graduating from Perry High School, and completed his apprenticeship as machinist in Milwaukee. He was general foreman in Milwaukee before his new appointment.

Conductor F. E. Cox and family have returned from Grand Rapids, Mich., where they attended commencement exercises at the Baptist Bible College. Miss Carolyn Cox, who was one of the graduates, played the pipe organ for the exercises. Carolyn remained in Grand Rapids to be pianist and organist at a series of meetings and at the summer session of the Bible School. She will be home for a short visit before enrolling for further study next fall. She plans to do missionary work.

Frank Dow, retired conductor who has been in Des Moines the past seven months for medical treatment, has returned to his home in Perry. His condition is much improved.

George Havill, retired conductor, and wife celebrated their golden wedding anniversary June 6. Open house was held and many friends helped them celebrate the occasion.

East End

Benjamin P. Dvorak, Correspondent

Conductor Carl Wightman and wife went to Perry on June 16 to visit their son, Ivan, and family, and on the following Sunday the entire group left for Big Moose Lake, north of Deerfield, Minn., for two weeks of fishing.

Agent D. S. Atkins of Melbourne and wife, vacationed in Chicago, Cincinnati, Jacksonville, Fla., and Miami Beach, with a side trip to Key West. En route home they visited in Milwaukee with Dispatcher V. W. Merritt and wife, formerly of the Iowa Division.

Guy W. Miller, retired chief clerk, called at the Marion office on May 29 to say fare-

Your shoe repairer says:



I can make your old shoes like NEW!

at less than 1/2 NEW cost with

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well to his former co-workers, as he and Mrs. Miller were leaving the following day for Homestead, Fla., where they have purchased a home.

On June 13, Jerome R. Butler, Jr., reported from Chicago, joining the Marion engineering department as a tapeman for the vacation period. He is attending the University of Illinois and previously was a summertime employe in the Milwaukee engineering department. His grandfather, John S. Butler, was an employe of the Milwaukee for 60 years.

Roadmaster A. C. Marg has moved his family from Ottumwa to Marion. They are living at 2380 Seventh Avenue.

Rosamond Mills, daughter of Instrumentman R. R. Mills, who was graduated from Iowa State Teachers College on May 20 will teach second grade at Emmetsburg next year. The Mills family planned to be in Scranton, Ia., on June 25 to attend the wedding of Otto Mueller, for several years employed in the Marion engineering department and now in the general office in Chicago. He is to marry Lois Terrill of Scranton who formerly taught in the high school in Marion.

On June 2 Mr. and Mrs. Ernie Failor attended the graduation of their son, Eddie, who received his bachelor of science degree in general science from the University of Dubuque. Eddie plans to continue his education at the university for another year.

Ralph Whiteford, Jr., son of Division Engineer Whiteford, received his degree of Bachelor of Science in Commerce on June 9 at Iowa State University. With his wife and daughter, Cynthia, he has now moved to Marion, and will occupy the Downey residence at 1392 Tenth Street for the summer.

J. P. Oliver, retired machinist helper, underwent an operation on his left eye in the Veterans Hospital in Des Moines in May. He will enter the hospital again in the near future for an operation on his right eye.



Regional sales meeting of passenger representatives whose headquarters are in the Chicago-Milwaukee area at the Morrison Hotel, Chicago, on May 5. Seated, left to right: C. F. Dahnke, R. A. Klotz, R. F. Johnston, H. Sengstacken, W. Wallace, V. L. Hitzfeld, B. J. Schilling, E. E. Hammer. Standing, from left: L. Kelly, T. Austin, W. Cymcannick, D. Keller, W. Keller, W. Klomp, R. Schneiberg, R. Hurlbut, W. Kapke, O. Anderson, H. C. Reupert, G. Hyett, E. Greund, R. V. Gertz.

Alan Fisher, son of Chief Carpenter Don Fisher, was graduated from Iowa State College on June 9, receiving a degree of bachelor of science in forestry. He and his wife and daughter, Kimberly, have gone to Berwyn, Ill., where Alan has a position with the Berwyn Lumber Company.

James C. Curtin, retired brakeman, died at the Oakdale Sanatorium on June 1 after a long illness. He was born in Chicago and came to Marion 50 years ago.

Robert L. Lemon, 69, died at his home in Cedar Rapids on June 16. He entered the service of the Road on Jan. 7, 1902, as an operator, and on Apr. 13, 1908, was promoted to train dispatcher, which position he held in the Marion office at the time

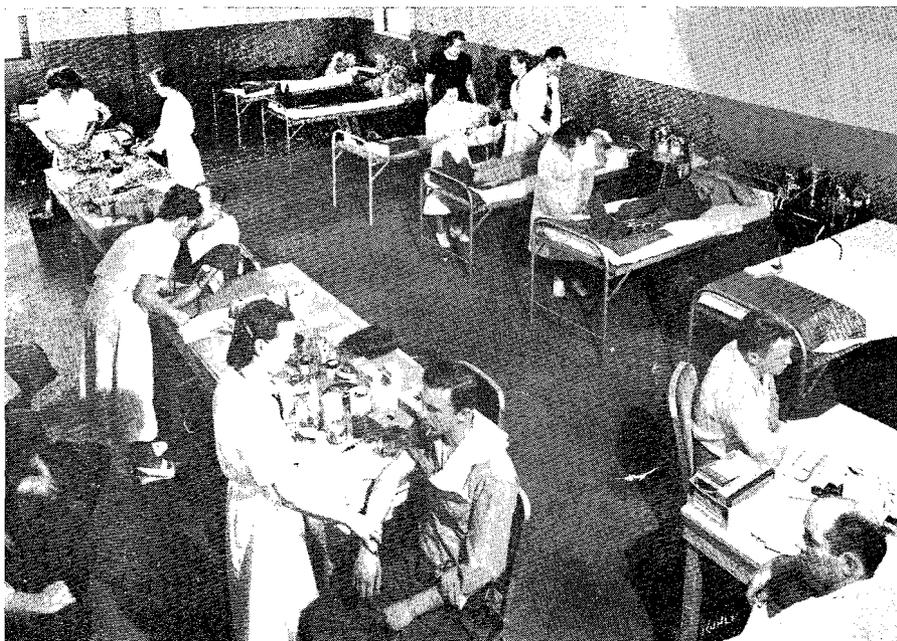
of his retirement on Aug. 12, 1946.

Rate Clerk Francis Curran, Cedar Rapids freight house, who suffered a heart seizure on May 25 and was hospitalized for several weeks, is greatly improved and is expected to resume work shortly.

Pfc. Harold Fulton is spending a furlough from Lackland Field, San Antonio, Tex., with his parents, the Bruce Fultons of Oxford Junction, and his grandparents, the Charles Fultons of Marion.

Agent M. B. Leonard of Monticello who returned to work on Apr. 1 after undergoing an operation, suffered a recurrent heart seizure on Apr. 23. He is now convalescing at home and is expected to resume his duties soon. Mr. Leonard started with the Road at 18 and is just short of 50 years of service. He has been at Monticello since 1930.

Assistant Agent Merle Van Sickle and wife are the parents of a new son; also, Clerk Rathje and wife have a son, the C. E. Curtrights (Cedar Rapids freight house) are the parents of a girl . . . and I have a new granddaughter.



Shown above is a picture of the mobile unit staffed with doctors, nurses and medical technicians which visited Milwaukee Shops on June 7 for the convenience of employes who had volunteered for contributions to the blood bank of The Milwaukee Road Donors Club. Two hundred and seventeen employes contributed during the day. The Donors Club provides blood transfusions for Milwaukee area employes and their dependents free of charge. Details may be obtained from the authorized agent, Mrs. Helen M. Rcoss.

First Observation Car

ON THE first trip of the luxurious Pullman "Hotel Express Train" west from Omaha in October, 1869, was Joseph Becker, an artist on the staff of the Frank Leslie Publications in New York. He spent much of his time on the rear open platform of the last coach, which he called "the observation car."

The desire of the passengers to see the scenery prompted Becker to draft a sketch of an observation car and platform, which he presented to George Pullman on his return. Pullman immediately saw possibilities in the idea and incorporated it in later cars.

—Charles Harker Rhodes in *The Chicago Tribune*.

A famous host was asked how he arranged the seating of the distinguished guests who graced his dinner table.

"I never give it a thought," he replied. "Those who matter don't mind and those who mind don't matter."



Left: The June exodus of boys and girls for summer camps located in the Wisconsin Northwoods gets under way in the Chicago Union Station. The scene here shows the group of more than 500 which left by special train the morning of June 28.



Right: "You for Camp Eagle Crest?" Assembling at the gate, young vacationists bound for the Eagle River area get acquainted with fellow campers.

ON THE MOVE

THE travel season on The Milwaukee Road hit its stride in June. Singly, in pairs, in families, and especially in tour parties, people were on the move.

The largest groups going our way in June were 2,562 Shriners en route to their Imperial Council Session at Los Angeles; 2,575 youngsters bound for summer camps in northern Wisconsin and upper Michigan; and 2,502 Boy Scouts either going or returning from their encampment at Valley Forge.

In addition, we handled many extra parties on regular trains, such as the 135 members of the Society for the Preservation and Encouragement of Barber Shop Quartet Singing in America going to Omaha for their annual convention, and 100 attending the building managers' convention in Seattle.

The 1950 travel season will find more escorted tour parties on Milwaukee Road trains than ever before in the railroad's history.

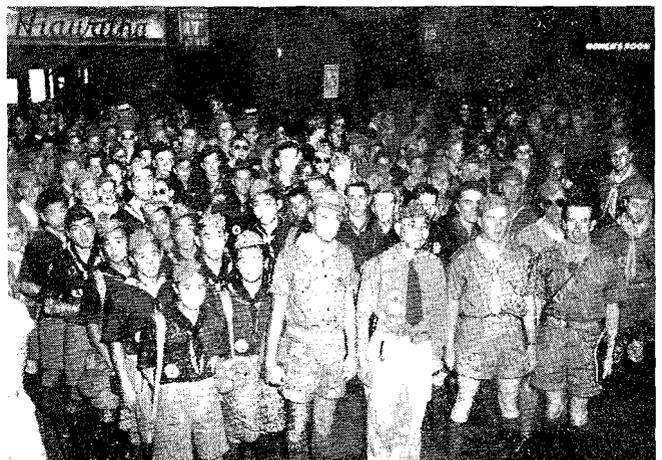
Oh Lord, Play That Barber Shop Chord . . . Chicago barbershoppers headed for the national convention of the S.P.E.B.S.Q.S.A. at Omaha in June stage an impromptu rehearsal in the Union Station barber shop, somewhat to the astonishment of Barber E. W. Rush and Customer A. S. Lappel. Members of the quartet, the "B Flats," are V. Listug, E. Tonning, J. Olsen and H. Reichwein. The Chicago delegation made the round trip on the Midwest Hiawatha. (Chicago Daily News photo.)

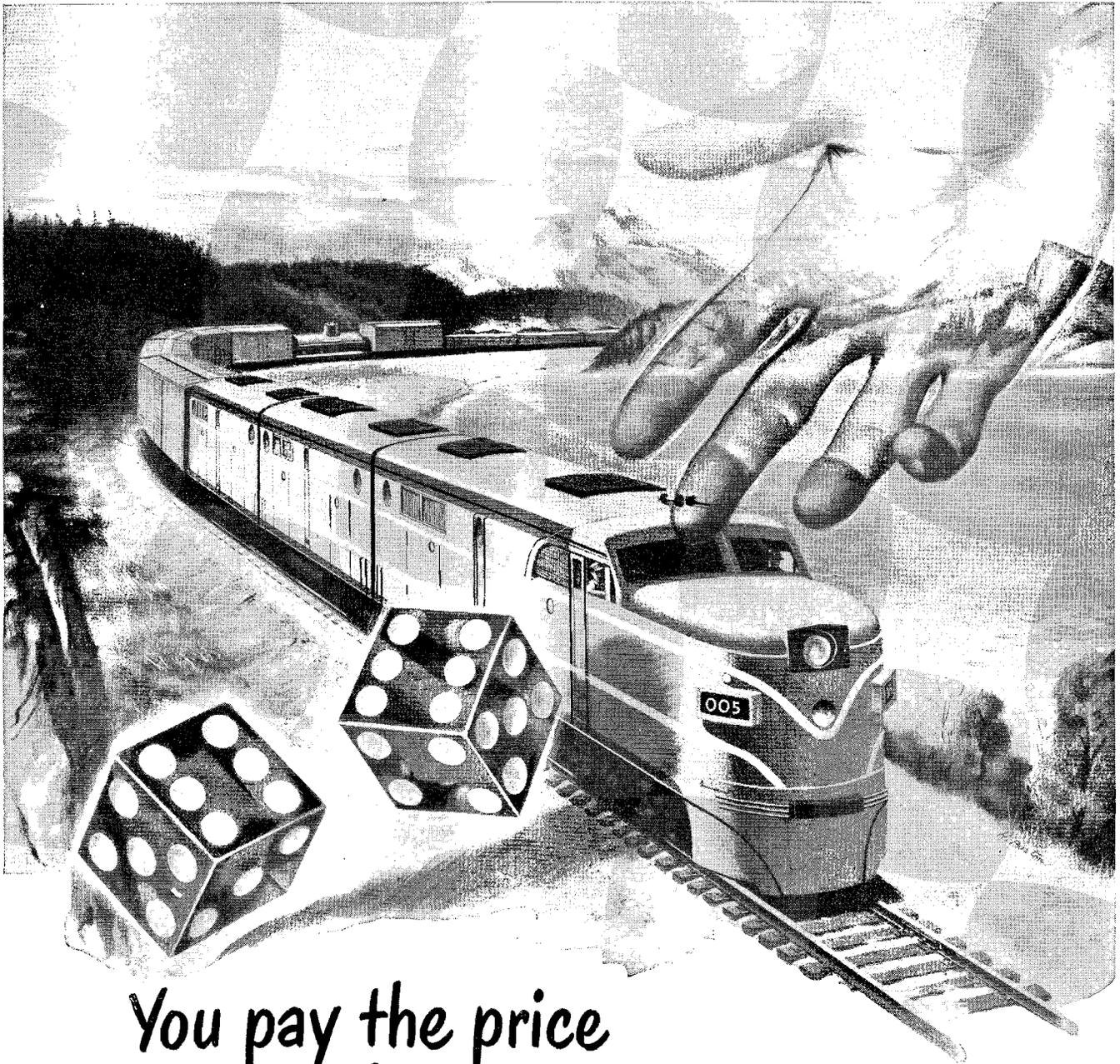


En route from Los Angeles to their homes in Detroit, via The Milwaukee Road, members of the Moslem Temple of the Shrine are shown with their Ladies in St. Paul Union Station. There were 500 in this particular party, traveling in three special trains. Eugene Williamson, potentate of Moslem Temple, is shown third from the right in the group.



Part of the group of 272 Boy Scouts from the San Francisco Bay area who rode a Milwaukee Road special train from St. Paul to Chicago on their way to the Boy Scout Camporee at Valley Forge. The picture was taken in the concourse of Chicago Union Station. This particular contingent included a number of boys from Hawaii. Leaders of the group are in the foreground.





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Loaded Dice! You've heard this expression often. It's plain American talk for the opposite of Fair Play — in any kind of competition.

Loaded Dice! That's exactly the set-up in transportation now. Take the railroads, for instance. They build and maintain their own steel "highways," stations, tunnels and signal systems. In every way, they pay their own way.

Loaded Dice! Other forms of transportation use highways, airports and waterways built and maintained largely by the people's taxes — your taxes.

So, you pay the price for the loaded dice.

Loaded Dice! One result of this unequal deal is serious

competitive handicaps for the railroads — the backbone of all transportation service for industry, national defense and the everyday needs of everybody.

Yes, the dice are loaded for sure when our railroads stand alone as the one form of public transportation that pays its way all the way.

Yet, the railroads don't ask you to help load the dice for them. They do ask fair play, fair competition, with each form of transportation bidding for business against the others on equal terms. They are entitled to it and so are you. And with open, "no-favorites" competition in the best American tradition, the railroads will serve you — and all the people — better than ever.

Fair Play for America's Railroads

AMERICAN RAILWAY CAR INSTITUTE

The Milwaukee Road Magazine

