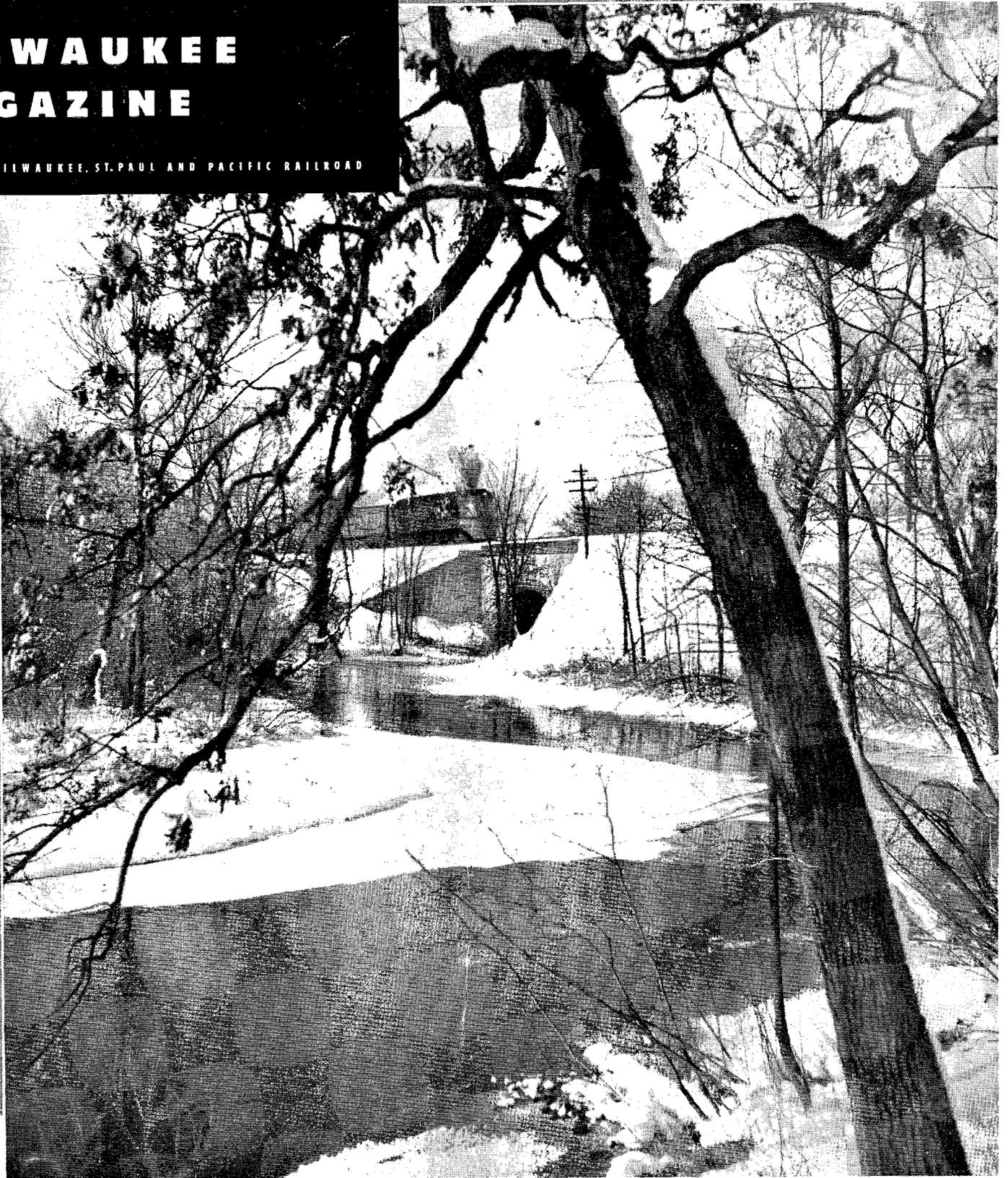


THE MILWAUKEE MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD



M A R C H 1 9 5 0



MARCH
1950

VOL. XXXVII
No. 12

THE MILWAUKEE MAGAZINE

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

IN THIS ISSUE

	Page
The Critter Is Full-Grown Now By President C. H. Buford.....	2
Shippers and Railroads Join Forces in Clean Car Cam- paign	3
"Banish Weather Worries".....	4
Why Railroads Take To the Highways	5
Overhead Conveyor Installed at Galewood Transfer	6
Cliff Johnson Family Broadcasts from the Arrow.....	7
Station Names on The Milwaukee Road	8
Shipper Launches Own "Reduce Damage" Program.....	10
Women's Club Membership Re- port	11
R. F. Johnston Centennial Day Speaker in Algona, Ia.....	12
You Can't Compete with Uncle Sam	13
Appointments	14
How Are We Doing?	15
West Allis Skater Wins U. S. Titles	15
J. N. Davis Retires; Honored at Luncheon	16
W. G. Bowen	17
How Well Do You Know Your Railroad?	18
Home Department.....	19
Retirements	20
About People of the Railroad..	22
Weather Report.....	39



The Critter Is Full-Grown Now

THERE is an old story about a man who reasoned that if he made a practice of lifting his young bull calf every day, taking the added weight a little at a time, he could still lift it when it was full grown. And he was almost right. The bull grew bigger and bigger, and as he grew the man struggled and strained to prove his theory correct, but at last the inevitable happened. Wiping the futile perspiration from his brow, he announced one day that he was wrong. The animal, grown fat with easy living, could no longer be lifted.

The man had a lot in common with today's taxpayer.

To determine the approximate size of the taxpayer's bull calf today we have only to look at the record. In 156 years, up to 1945, federal expenditures were \$179 billion. In the five-year period, 1945 to 1950, federal expenditures were \$191 billion.

Every man, woman and child in this country today is a taxpayer, and a big one. In addition to the visible taxes, a tremendous number of "hidden taxes" have worked their way into our cost of living in recent years. At least 206 different taxes, for example, are added to the price of an automobile, 100 are added to eggs, 151 to a loaf of bread, 116 to men's clothing. Applying similar taxes to all the things people must buy in order to live, we begin to wonder whether the bull shouldn't be taken off some of his feed.

Like our poor hero staggering around the barnyard, we find ourselves under something of a strain.

During 1949 The Milwaukee Road paid out in taxes of various kinds, *not including "hidden taxes,"* \$19,624,000, or almost twice as much as its net railway operating income. Milwaukee Road employes, like other average citizens, worked one week out of every four for the tax collector and put more money into taxes than they put into their family food budgets.

It is becoming increasingly evident that in a tax-burdened economy such as exists in the United States today, the greatest hope of a lasting improvement in the standard of living, and the surest way to insure freedom from government domination, is to lighten the tax load.

The little bull calf is becoming too heavy to lift. Perhaps the time has come for the American taxpayer to take a look at the full-grown critter and do something about it.

Shippers and Railroads Join Forces in Clean Car Campaign



Cars returned from consignees loaded with debris are costing the American railroads more than \$63 million a year in cleaning bills.

FEW things in the railroad industry have caused as much comment during recent months as the problem of dirty, litter-strewn and incompletely unloaded freight cars. And no other single thing has offered as much hope of reduction in the cost of railroad operation, thanks to the cooperation of shippers and consignees.

The railroads have always found it expensive to meet their obligation of providing shippers with clean cars, but it was not until the mounting cost of providing this service focused new attention on it that the matter commanded nationwide attention and awakened the realization on the part of the users of rail freight service that the obligation does not rest exclusively with the rail lines.

As an article on the subject appearing in a recent issue of *Railway Age* pointed out, debris left in cars makes it necessary for railroads to clean 9,360,000 cars annually at a cost of \$63,493,600. Even this figure does not include multi-million-dollar hidden costs in the form of business lost through having cars out of service for cleaning. These cars out of service have an important bearing on the

total cost of providing rail transportation and, consequently, on the level of freight rates.

A study made on The Milwaukee Road during a six month period last year revealed that approximately 287,592 cars had to be cleaned, and, at an average of three days per car for this cleaning service, the car-day loss to the railroad was approximately three times that figure. In addition, the operation involved the following costs:

Cost of cleaning cars.....	\$ 453,935
Per diem expense to and from cleaning tracks (average three days per car) .	1,509,858
Switching cars to and from cleaning track (\$5 per car average)	1,437,960

Total (exclusive of lost earnings through idling of cars)\$3,401,753

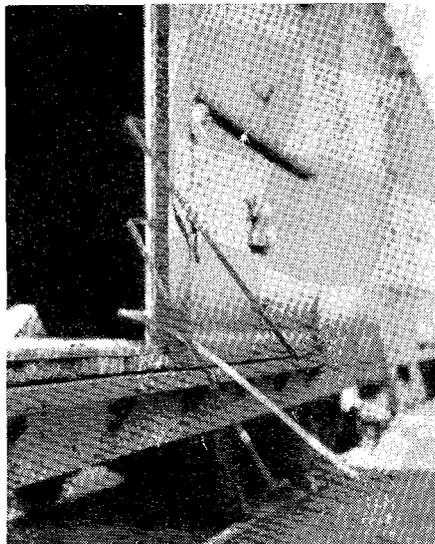
The situation is important to railroad employees, whose steady employment at good wages depends on the ability of the railroads to get their share of the business and to handle it profitably.

On the safety score, as well, the matter is of interest to employees, as a number of accidents have already been reported on other railroads, involving employees who were struck by steel strapping or other objects protruding from cars. Far from a minor consideration, furthermore, is the fact that the litter in uncleaned cars constitutes a fire hazard.

The greatest hope for a satisfactory remedy seems to rest with the Shippers Advisory Boards throughout the country, and, more particularly, with the receivers of freight, with whom the members of the boards enjoy a close relationship. These Shippers Advisory Boards, comprising some 25,000 of the country's major shippers and receivers of freight, have been quick to see the need for cooperating

with the railroads in correcting a very bad situation. They have, in fact, recognized that the responsibility for cleaning cars is primarily that of the consignee.

During the annual meeting of the National Association of Shippers Advisory Boards last October, a resolu-



Steel strapping and other objects left protruding from cars constitute a serious safety hazard.



"BANISH WEATHER WORRIES"

theme of new ad campaign



When snow and ice cause nervous strains



Relax upon these Speedlined trains...

WITHIN recent weeks, Harry Sengstacken, passenger traffic manager, sent a letter with attached samples of current Milwaukee Road magazine and newspaper advertisements to all our passenger representatives. The letter read, in part, as follows:

"Let us recognize the fact that the lion's share of intercity travel is by private car, and this share may be expected to increase as more and more new cars take to the road. Our most vigorous competitive efforts will be amply repaid if we can succeed in recapturing only one or two per cent of this traffic."

I.C.C. figures given in the letter showed that just under 80 per cent of all inter-city traffic moves in private cars, and that this share is steadily increasing largely at the expense of the railroads.

To meet the situation, Milwaukee Road advertising in magazines, newspapers and on the radio is stressing the restfulness, dependability and safety of travel on the Hiawathas, especially during the winter months, as compared with the hazards, uncertainty and nervous strain of driving through fog, snowstorms and on

icy highways. As summer approaches, other disadvantages of highway travel will be stressed: hot and tiring drives, the truck nuisance, congestion on highways, "bottlenecks" in getting through cities, expense and difficulty of parking. The hazards, uncertainty and high cost of air travel are also pointed out.

Each advertisement emphasizes advantages of traveling on The Milwaukee Road—low fares every day, time-saving schedules, convenient departures and arrivals at stations right in the heart of town, meal and buffet service en route, generous baggage allowances and varied accommodations to suit the passenger's needs and taste.

We have no intention of trying to put the private automobile out of business. In fact, many of our ads point out that those who need a car at their destination can conveniently rent one through the Rail-Auto service. What we want to do is to get habitual drivers to weigh the merits of rail versus highway transportation for various kinds of trips, and choose The Milwaukee Road when it can serve them efficiently, economically and conveniently.

How High-Tension Harry lengthened his life-line



Harry often had to go from here to there and back again. Usually "there" was a hundred or more miles from "here," and Harry drove his car.

He did tight-run races on icy highways... sweated out time-wasting traffic jams... played blind man's bluff in fog and rain. And how Harry aged!

It's all changed now!



Harry is as happy as a baby in a bath. He travels further and faster... gets more work done... saves money too. And all because he learned to pay to hurry on the Hiawathas!

hurry on the Hiawathas!



Take it easy!
ON THE MIDWEST Hiawatha



LET IT STORM...
You'll have a safe and restful sleep on the PIONEER LIMITED

STORMS ALOFT
OR ICE BELOW...



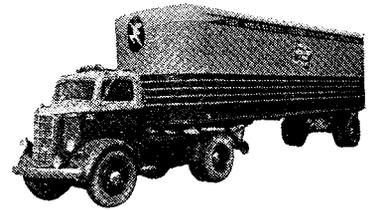
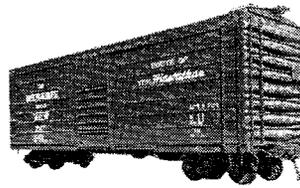
You're at ease on the OLYMPIAN Hiawatha



Mile upon mile of nervous strain—or
Restful ease on a Speedlined train!

TWIN CITIES Hiawathas

Perhaps you, like others, have been confused by the sight of trucks and busses, bearing the trade-mark of The Milwaukee Road or some other railroad, on the highways. If so, the accompanying article may answer your questions.



Why Railroads Take To the Highways

RAILROAD employes naturally are concerned over the loss of railroad traffic to the newer forms of transportation. They wonder to what extent their jobs are being jeopardized and whether their opportunities for advancement are being curtailed. This is particularly true of the younger men and women whose jobs are not secured by many years of seniority.

Some ask why it is that the railroads, which have such tremendous investments in their facilities, are themselves operating trucks and busses over the public highways.

People outside the railroad business often ask about this, too. They have heard the claims of the truckers that the railroads are trying to effect restrictive legislation, prohibitive taxes, and crippling regulations to drive them off the highways. And yet, trucks and busses bearing the insignia of various railroads are rolling over the same public thoroughfares. The Milwaukee, for example, has 89 vehicles in coordinated rail-bus and truck service.

Almost all of the railroad-owned trucks and busses you see on the highways are there for one of two reasons:

First, it is advantageous for the railroads to use the highways instead of their own rails in certain situations. These generally are where there is not enough traffic to justify the expense of operating a train or where the cost of furnishing railroad service has risen to a point where the railroads can no longer break even.

Second, in some other situations the railroads have found they can use the highways to advantage to supplement railroad transportation and give the public a better over-all transportation service.

But railroads are, and will continue to be, primarily interested in transportation by rail. Let us make no mistake about that. They are not involved in any conspiracy to cut down the number of railroad jobs. Let us make no mistake about that, either. But, just as certainly, they are not seeking to deprive the public of any of the natural advantages and benefits afforded by any other form of transportation.

Trucks for the most part—more than 95 per cent of them—are not engaged in competition with the railroads in any way. Most of them are performing services that formerly were performed much less efficiently by the horse and wagon or horse and dray.

To a far larger extent than most people seem to realize, the railroads and the trucks are complementary to each other. There is no competition, for instance, between the railroads and the thousands of delivery trucks that are operating in cities, towns and suburban areas. Similarly, there is no competition between the railroads and the thousands of farmer-owned trucks used in transporting crops to town and supplies back to the farms.

Even in the areas of competition between the railroad and the motor vehicle there is a large field in which the motor vehicle has inherent or natural advantages. Among these are availability, flexibility, and the capability of trucks to perform an all-inclusive door-to-door transport service. These advantages have enabled the truck to earn a strong position in the short haul field, but these advantages thin out quickly as the haul is extended. And as the haul is lengthened, the truck must lean more and more heavily upon artificial advantages bestowed upon it by unsound public policies.

Most important among these are:

The license to the owners of the long-distance trucks to virtually take over the public highways and use them for their own gain.

The license to wreck this public property with their huge, heavily loaded trucks operated at high speeds.

The license to menace the lives of other users of the highways.

The license to slow other traffic down to a crawl on hills.

The failure to require them to pay anything but a fraction of their rightful share of highway costs.

The failure to require them to pay taxes for general governmental purposes, such as schools, law enforcement, local roads, police and fire protection, in anywhere near the same proportion as is assessed against railroad rights of way and other railroad property.

And, last but not least, the license to pick and choose the traffic they haul.

While railroads are required, as common carriers, to haul anything anywhere for anybody, the big over-the-road trucks, for the most part, have no such obligation. Where it does exist, it is easily escaped.

As a result, the traffic the railroads are losing to the long-distance trucks is the railroads' more profitable business. The trucks have no interest in the heavy, bulky, low-rated commodities, except occasionally as a return load when nothing better is in sight.

Railroad revenues that are thus lost by this unnatural diversion of traffic from the rails to the roads must be replaced by higher rates on the remaining traffic. And these higher rates, in turn, increase the volume of diversion further and add momentum to a vicious cycle that is discriminating grossly against those who use railroad transportation and is threatening the railroads with insolvency and nationalization.

The righting of these wrongs would be to the best interests of almost everybody—those who use the highways as well as those who use the railroads, taxpayers generally, and the railroads and their employes. And that is why the railroads have consistently advocated the adoption of sound public policies with respect to the commercial use of the highways irrespective of the effect such policies might have on their own truck and bus operations.



Onto the merry-go-round for a circuit of the Galewood platform go the trucks loaded with l.c.l. merchandise en route from the delivering trailer trucks to the waiting railroad freight cars.

Overhead conveyor installed at Galewood Transfer

SHIPPERS and receivers of freight on The Milwaukee Road can anticipate faster and safer dispatching of l.c.l. merchandise since the installation, early in March, of a new overhead conveyor system at busy Galewood Transfer in Chicago.

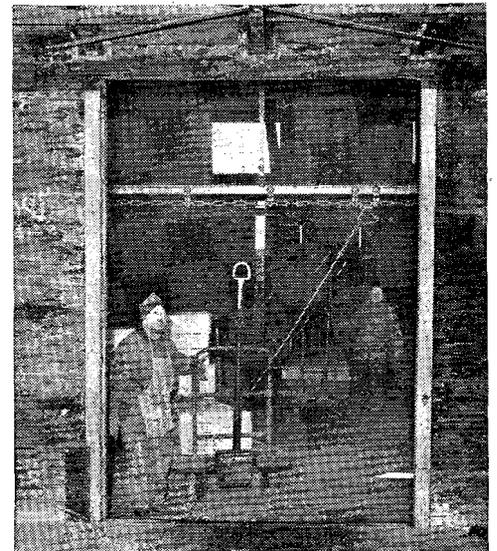
The new device, which takes over the greater part of the job formerly done by platform tractors, consists of an overhead I-beam eight feet above the platform floor, along the lower flange of which an endless chain travels on rollers. The chain is driven by two 20 h.p. motors, each geared to three speeds. With towing hooks set into the chain at 12-foot intervals, the 2,820-foot chain has a capacity of 235 trucks at one time.

In order to provide a hitch for the platform trucks, it was necessary to develop a mast that could be installed on the trucks for attaching to the hooks on the traveling chain of the conveyor line. The mast, containing an inner spring for softening the starting pull, were constructed at the shops in Milwaukee. Some 1,300 four wheel platform trucks are in service at Galewood Transfer for the handling of 1,000 to 2,000 tons of merchandise daily.

The unloading portion of the south platform has a capacity of 102 trailer spots for unloading and 40 trailer spots for trailer loading. As merchandise is taken from the trailers, it is loaded onto platform trucks, marked with a number corresponding to a number



Freight Caller Jacob Alsaker takes a truck off the conveyor and trundles it into a freight car.



assigned to one or more freight cars, hooked onto the conveyor and towed around to the north platform. Here, as a platform truck with a load marked, for example, No. 5, comes abreast of a freight car similarly numbered, a waiting freight handler unhooks the truck from the conveyor chain and trundles it into the freight car. After the merchandise has been carefully set into the freight car, the empty platform truck is again hooked onto the conveyor line to resume its journey around the circuit for reloading.

The outstanding advantage of the conveyor system, according to A. E. Ward, agent at Galewood, is the speed it makes possible in the unloading of auto trucks and trailers and in the loading of freight cars. In some cases, it is anticipated, handling time can be cut as much as a day, since auto trucks arriving within an hour or two of closing time can be unloaded immediately and directly into freight cars before closing time. Thus, the merchandise is in the freight cars and ready for moving out the same night instead of being unloaded into a freight house for loading into cars the following day.

Railroad Hour Spring Forecast

THE Railroad Hour, popular Monday night radio program sponsored by the Association of American Railroads, will feature some of the world's most melodious operettas and musical comedies during coming weeks. Gordon MacRae, The Railroad Hour's baritone headliner, will play the male leads, assisted by Carmen Dragon's orchestra and a large mixed chorus directed by Norman Luboff. The feminine roles will be sung by first string artists. Following is the schedule for the next eight shows:

- March 27—"Sunny," with Jo Stafford
- April 3—"Song of Norway," with Irra Tetina
- April 10—"Naughty Marietta," with Nadine Conner
- April 17—"Sally," with Jane Powell (tentative)
- April 24—"The Prince of Pilsen," with Nadine Conner
- May 1—"Madame Sherry," with Dinah Shore (tentative)
- May 8—"Robin Hood," with Dorothy Kirsten
- May 15—"The Pink Lady," with Lucille Norman

The Railroad Hour is broadcast over the NBC network every Monday night at 7:00 P.M. Central Time, 9:30 P.M. Mountain Time, and 8:30 P.M. Pacific Time.

March, 1950

Cliff Johnson Family Broadcasts from the Arrow

THE Cliff Johnson Family breakfasted on The Milwaukee Road's Arrow one evening last month and carried on a conversation with a good part of the train crew at the same time.

Sounds a little screwy? Well, it was this way:

The Cliff Johnson Family is both an honest-to-goodness family and the cast of a popular breakfast program which runs for 30 minutes on Chicago Radio Station WBBM each weekday morning, beginning at 7:30.

The Johnsons decided to go out to a farm near Sioux Falls, S. D., for a little breather and a quick visit with relatives, and they figured it would be interesting to do a broadcast from the

Linda points out the name "Sioux Falls," their destination, as the Johnsons prepare to board the Arrow.



Conductor C. M. Craig limbers up his "all aboard!" for the benefit of Cliff Johnson, daughter Pamela and the radio audience.



Engineer Frank Anderson answers questions regarding the running of a locomotive. Mr. Johnson at left; Mrs. Johnson in the background.

train while they were at it. So it was that well before the Arrow's 6:25 p.m. departure, the Johnsons, including daughters Sandra, 9, Pamela, 7, Linda, 4, and Vicki, 3, were comfortably settled in their drawing room, with a studio engineer set up for business in an adjoining room. That was on a Wednesday evening, Feb. 15, and the tape recording they made was aired from Station WBBM the following Saturday morning while the Johnsons were taking their ease on the South Dakota farm.

The broadcast consisted chiefly of informal comment by the Johnsons about things going on about them on the train, plus brief chats with a number of train crew members. Among those interviewed were Conductor C. M. Craig, Engineer Frank Anderson, Fireman Joseph Michalski, Steward Adam Martinelli and Waiter Wardell Moore.

STATION NAMES ON THE MILWAUKEE ROAD



This is the fourth in a series of articles regarding the source of Milwaukee Road station names. The information is believed to be authentic. Any reader, however, who can offer additional or differing information is requested to do so. Interesting photographs of stations or town scenes are also welcome.

—Editor

Tacoma, Wash.

The western terminus of The Milwaukee Road was originally known as Commencement City, after Commencement Bay, so named by the Wilkes expedition. When that little band of white explorers landed in 1868 they found that the Indians in the territory had a mystic reverence for the snow capped mountain which dominated the landscape in all directions. The Indian pronunciation of the mountain's name was interpreted by the explorers as "Tahoma," and they named their little settlement New Tacoma, and later Tacoma. The coming of the railroad was the beginning of the city's growth—the first train reached Tacoma in the fall of 1873. For many years the name of the mountain was the cause of a controversy. The Washington State Geographic Board had the final word when it chose to name it Mt. Rainier.

Iron Mountain, Mich.

THE settlement of Iron Mountain dates back to 1878 when a crew of men led by John Fredericks discovered what is known as the Millie, or Old Hughitt, mine. The claim was staked out on the north side of the bluff known as Iron Mountain and when the village was established there in 1886 it was identified by that name. It was incorporated as a city in 1888.

took place there on May 14, 1832. Under the command of Major Stillman, a detachment of 275 Illinois soldiers was completely routed by a band of bloodthirsty savages led by Chief Blackhawk. Those who stayed behind to cover the retreat paid with their lives. Abraham Lincoln, who was then a captain in the Army, assisted in the burial of the mutilated bodies. The village established on the

Ventura, Ia.

Just how this town happened to be named Ventura is still a local mystery, although it is known that it was the choice of some early-day railroad officials. The supposition is that it was taken from the word "venture." The CM&StP built through this locality in 1879 and a Mr. Thayer put up a siding which was used for shipping baled hay. Later two box cars were placed near the track to be used as a depot. The Milwaukee Road built the present depot and installed an agent there in 1897.



Wabasha, Minn.

This historic little city was first called "Wapasha," taking the name from a family of Indian chiefs of whom there were three, all known as Wapashaw. The name means "red cap." These chiefs were of the Midewaukon band of the Sioux who lived in the Wabasha-Winona territory. Wapasha I lived at the time of the French and Indian wars, Wapasha II at the time of the Revolution, and Wapasha III at the time of the Civil War. All of the land in the vicinity was included in what was designated as "The half breed tract" by the U.S.-Sioux treaty of 1837. The territory was not open to white settlement until the Mendota treaty was ratified in 1853.

Stillman Valley, Ill.

The town of Stillman Valley received its name from the opening battle of the Blackhawk Wars, which

site of the battle ground came to be known as Stillman Valley. Stillman's camp was located about 80 rods north of the present site of The Milwaukee Road station.

Channing, Mich.

From the journal of J. Parke Channing, who was doing railroad exploration work in the iron ranges west of the region, it was as simple as this: "One morning, when getting off at Ford's Siding, I was astonished to see that a box car had been set off on the



side of the right of way as a railway station, and on it was the sign, 'Channing.' That particular night I spent in the box car, lying on the floor, since unfortunately I had not brought any blankets with me. Thus was Ford's Siding transformed into Channing overnight."

Elgin, N. D.

Both "time" and circumstance figured in the naming of this town. Originally it was called Shanley, but since there was a North Dakota town named Stanley, there was no end of trouble in getting mail, freight and express sent to the right town. Finally, the people of Shanley were requested to pick out a new name for the town. One citizen looked at his watch while the deliberations were in progress, and the name of the watch struck him as being a good one for the town. He recommended the name of Elgin and it was adopted, thus giving The Milwaukee Road both an Elgin, Ill., and an Elgin, N. D.

Dante, S. D.

When this town was established in 1909, the settlers chose to name it Mayo in honor of the man who owned the townsite property. No sooner was the name registered than it was discovered that a post office of that name was already located in the Black Hills district and it would be necessary to change it. Mayo therefore led a delegation to Sioux City to consult L. B. Beardsley who was then superintendent of the SC&D Division. Beardsley was not enthusiastic about the location of the town because of the technical difficulty of building track there and Mayo was nettled because it appeared that his efforts to have the town named after himself were going to be fruitless. In the discussion that took place, Beardsley

is said to have asked Mayo pointedly, "What do you want to call your town?" The disgruntled Mayo is reported to have answered, "I don't care what you call it—you can call it 'Hell' if you want to!" Beardsley's reply was, "All right, we will. We'll call it 'Dante's Inferno,' or 'Dante' for short!" There was no rallying from this decision and Dante was accepted in good grace.

Brownsville, Wis.

A group of local farmers built the depot at this station, which was originally a stop on the Fond du Lac, Amboy and Peoria Railroad, a narrow gauge line. It was then known as Thetis. When The Milwaukee Road acquired the line later it was changed to standard gauge. Some 30 years ago the name of the station was changed to Brownsville, in tribute to a farmer named Brown who was one of the first settlers.

Prairie du Chien, Wis.

When the early French settlers arrived at this point they found a village of Sac Indians. The chief of this tribe was known, perhaps appropriately, as "The Dog." The French people accordingly named the settlement "Prairie du Chien," or "prairie of the dog." It is the second oldest white settlement in Wisconsin.

Britt, Ia.

An old time Milwaukee Road engineer was honored in the naming of this town, but his distinction was lost to posterity in the fame which subsequently settled on it as the home of the National Hobo Convention. The idea was a hoax perpetrated by E. N. Bailey, a former editor of the Britt newspaper, who advertised a local meeting as the national convention of hobos. Fellow editors throughout the country sent reporters to the scene, and when the fraud was re-



vealed they masked their chagrin by playing it up as the real thing. It was observed intermittently but was revived in recent years and is now an annual affair. Not a single hobo turned up for the first convention but a few always attend now, looking for free meals.

Tulare, S. D.

The most credible account of the naming of this town traces it to two bachelor brothers, the Lair boys. Soon after The Milwaukee Road reached this locality, the Lairs settled about a mile north of the present townsite and close to a hill which gave the trains considerable trouble. When, as it sometimes happened, a



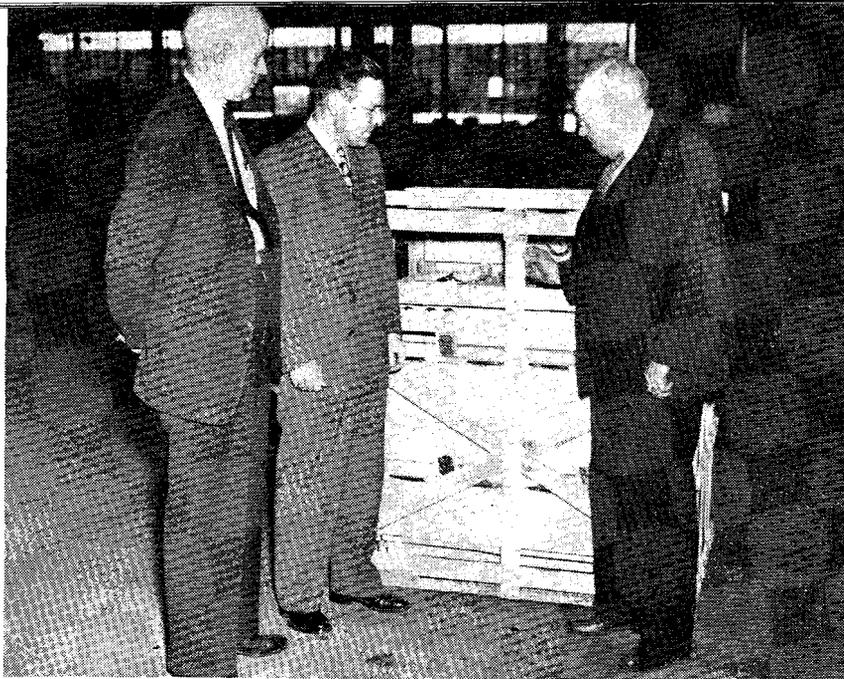
train stalled, the Lairs, who were gifted tellers of tales, would entertain the passengers and crew with tall stories and their name gradually become identified with the location. It was known first as Two Lairs, then as Tu-Lair, and finally by its present title, Tulare.

Cowgill, Mo.

The station of Cowgill bears the name of an illustrious native son who was a large land owner in the territory. James A. Cowgill refused a nomination for governor of the state but was later elected mayor of Kansas City, Mo.

Panora, Ia.

Rumor would have it that the name of this town was the work of two explorers who stopped to rest at the top of a high hill just south of the present location. As they looked down on the lovely vista which spread before them, one of them remarked, "What a beautiful panorama!" From this source—the word "panorama" minus the last two letters—sprang Panora.

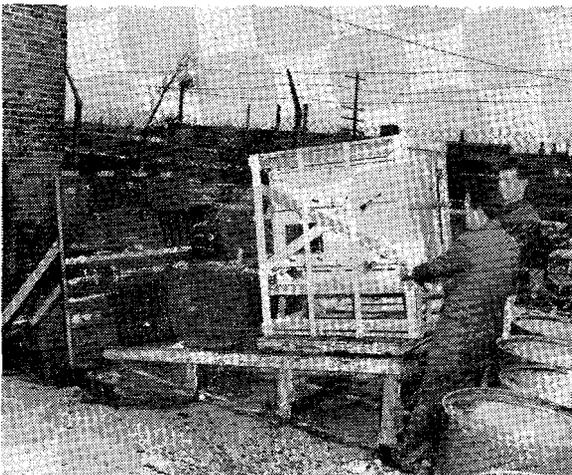


Inspecting the safe transit sticker on a range ready for shipment. Reading from left: Everett H. Shands, director of research and development for the Roper Corporation, L. E. Martin, Milwaukee Road general agent at Rockford, Ill., and Clarence S. Bather, Roper traffic counsel.

Shipper Launches Own "Reduce Damage" Program

THE ever-increasing cooperation which shippers are giving the railroads in the matter of preventing damage to shipments in transit recently took a new and interesting turn in the Rockford, Ill., plant of the Geo. D. Roper Corporation, manufac-

M. A. Ritchie and Bob Mays of the Roper Corporation staff put a typical Roper crating job through the Incline Tester. The device simulates rough shipping conditions.



turer of gas ranges, which is served by The Milwaukee Road.

The three phases of the Roper program are:

1. Package and crate design and testing.
2. Product design and testing.
3. Working with railroad representatives to improve in-transit handling.

The developments in the Roper program are expected to improve shipping methods throughout the entire gas range industry. Among those responsible for its progress is E. H. Shands, director of research and development, who is also chairman of the technical planning division of the National Safe Transit Committee, sponsored by the Porcelain Enamel Institute. The work of this committee has effected many important changes in package and crate design.

The testing of packages and crates, as carried on in the Roper plant, has been watched closely by crating manufacturers who, governed by the results, have cooperated by providing improved products. The results of these tests were directly responsible for initiating the second phase of the

**PRE-TESTED
SAFE TRANSIT
SHIPMENT**

This PACKAGED PRODUCT meets the pre-testing standards established by the National Safe Transit Committee and will withstand ORDINARY transportation and handling hazards.

NATIONAL
SAFE TRANSIT
COMMITTEE

1010 VERMONT AVE., N. W.
WASHINGTON 5
D. C.

**MAKE
SAFE HANDLING
YOUR JOB!**

National Safe Transit Sticker

program, that of product design. In some cases it was found that in-transit damage could be reduced by changing the method of mounting panels and accessories. Roper engineers now test all new products as a matter of routine.

The third phase of the program—better handling by the railroads—was set in motion by a meeting with freight representatives in Rockford to acquaint them with the object of the program. The program was also brought to the attention of the Midwest Shippers Advisory Board. Speaking before a recent meeting of this group, Maurice Ritchie, Roper's production engineer, presented the problems of his industry and outlined the benefits of a well co-ordinated goal for shippers and carriers.

Under the new Roper program, each type of crate used is subjected to an extensive series of tests. One of the

testing devices is a Package Tester, a heavy platform mounted on a mechanical agitator. After a crated range is placed on the platform, the agitator creates a heavy pitch and toss motion, similar to the roughest handling conditions. The machine also simulates the speeds of trains and trucks and the varying degrees of rough track or highway.

Another device, the Incline Tester, consisting of a slide and a strong wall, is used to measure the relationship of impact to car speed. Crated ranges are rolled down the incline four times on each of their six sides. Ranges ready for shipment are subject to what is called the Fifth Zone Test, in which gravity force is applied. Upon the completion of each test, both the range and the crate are checked for damage. To maintain top quality, the tests are made daily.

Roper's new crating and shipping methods were recently recognized by the National Safe Transit Committee with an official certificate of approval. This certificate entitles the company to place on all of its products a sticker which testifies that the package has met the committee's testing standards and will not be damaged under ordinary transportation conditions.

Say It With Cereal

A HUSBAND may ply his beloved with fur coats, cars and charge accounts, but come their wedding anniversary and even the most devoted spouse has been known to have an appalling gap in his memory. A little experience in that line was recounted by George B. Haynes, retired passenger traffic manager of the Road, on the occasion of his 50th wedding anniversary which he and his wife celebrated in their Evanston, Ill., home early in February.

The surprise of receiving a flood of congratulatory letters and telegrams from their railroad friends reminded Mr. Haynes of another surprise, 25 years ago. "I had forgotten all about our anniversary," he said, "but, womanlike, my wife hadn't. That night as I stepped into the house my wife kissed me and grabbed the box I was carrying. The awful truth struck me immediately, but I couldn't resist the temptation to let her open the package and witness her surprise. And, take it from me, it was a surprise. As she tore off the wrapping, there was revealed one of our standard articles of diet—a box of Shredded Wheat biscuits!"

The Milwaukee Railroad Women's Club

MEMBERSHIP REPORT

A comparison of 1948 and 1949 membership figures.

Chapter	VOTING			CONTRIBUTING			TOTAL MEMBERSHIP		
	Dec. 31, 1948	Gain	Loss	Dec. 31, 1948	Gain	Loss	Dec. 31, 1949	Gain	Loss
Aberdeen, S. D.	521	..	6	716	35	..	1,237	29	..
Alberton, Mont.	72	79	3	..	151	14	..
Austin, Minn.	105	2	..	135	2	..	240	4	..
Avery, Idaho	52	4	..	91	21	..	143	28	..
Beloit, Wis.	94	4	..	119	1	..	213	5	..
Bensenville, Ill.	88	12	..	202	28	..	290	40	..
Black Hills	105	1	..	136	2	..	241	3	..
Butte, Mont.	57	1	..	75	13	..	132	14	..
Channing, Mich.	89	5	..	68	3	..	157	8	..
Chicago-Fullerton Ave.	531	65	..	807	126	..	1,338	191	..
Chicago-Union Station	275	8	..	905	..	5	1,180	3	..
Council Bluffs, Ia.	72	7	..	134	21	..	206	28	..
Davenport, Ia.	74	3	..	176	7	..	250	10	..
Deer Lodge, Mont.	102	21	..	162	11	..	264	32	..
Des Moines, Ia.	82	20	..	110	25	..	192	45	..
Dubuque, Ia.	81	..	16	172	0	..	253	..	16
Great Falls, Mont.	31	3	..	70	5	..	101	8	..
Green Bay, Wis.	168	3	..	289	16	..	457	19	..
Harlowton, Mont.	113	7	..	71	4	..	184	11	..
Iron Mountain, Mich.	61	2	..	78	2	..	139	4	..
Janesville, Wis.	191	4	..	251	1	..	442	5	..
Kansas City, Mo.	77	..	10	109	4	..	186	..	6
La Crosse, Wis.	130	1	..	247	68	..	377	69	..
Lewistown, Mont.	90	8	..	137	0	..	227	8	..
Madison, S. D.	75	1	..	85	2	..	160	3	..
Madison, Wis.	140	2	..	147	2	..	287	4	..
Malden, Wash.	68	1	..	74	2	..	142	3	..
Marion, Ia.	127	3	..	179	28	..	306	31	..
Marmarth, N. D.	40	3	..	42	2	..	82	5	..
Marquette, Ia.	170	17	..	228	7	..	398	24	..
Mason City, Ia.	201	2	..	244	2	..	445	4	..
Merrill, Wis.	39	2	..	32	1	..	71	3	..
Millbank S. D.	76	5	..	127	5	..	203	10	..
Miles City, Mont.	236	21	..	283	24	..	519	45	..
Millwaukee, Wis.	346	18	..	1,122	162	..	1,468	180	..
Minneapolis, Minn.	202	35	..	651	..	96	853	..	61
Mitchell, S. D.	46	..	56	75	..	68	121	..	124
Mobridge, S. D.	115	..	100	122	..	116	237	..	216
Montevideo, Minn.	69	..	87	106	..	159	175	..	246
New Lisbon, Wis.	84	2	..	74	7	..	158	9	..
Othello, Wash.	57	8	..	134	18	..	191	26	..
Ottumwa, Ia.	290	57	..	453	65	..	743	122	..
Perry, Ia.	237	..	31	190	..	74	427	..	105
Portage, Wis.	102	9	..	163	39	..	265	48	..
St. Maries, Ida.	26	5	..	30	18	..	56	23	..
St. Paul, Minn.	109	1	..	310	1	..	419	2	..
Sanborn, Ia.	80	10	..	89	5	..	169	15	..
Savanna, Ill.	198	2	..	280	2	..	478	4	..
Seattle, Wash.	154	22	..	209	9	..	363	31	..
Sioux City, Ia.	317	9	..	475	8	..	792	17	..
Sioux Falls, S. D.	104	8	..	160	12	..	264	20	..
Sparta, Wis.	43	5	..	45	1	..	88	6	..
Spencer, Ia.	57	2	..	78	5	..	135	7	..
Spokane, Wash.	76	1	..	107	19	..	183	20	..
Tacoma, Wash.	118	..	17	343	84	..	461	67	..
Terre Haute, Ind.	197	6	..	209	18	..	406	24	..
Three Forks, Mont.	62	3	..	57	2	..	119	5	..
Tomah, Wis.	237	19	..	249	11	..	486	30	..
Wausau, Wis.	67	6	..	77	14	..	144	20	..
West Clinton, Ind.	143	21	..	280	..	4	423	17	..
Wisconsin Rapids, Wis.	32	6	..	29	6	..	61	12	..
Total	8,001	507	323	12,897	979	522	20,898	1,415	774

Membership Increase—Voting, 184; Contributing, 457; Total Increase, 641.

If you would relish food, labor for it before you take it; if enjoy clothing, pay for it before you wear it; if you would sleep soundly, take a clear conscience to bed with you.

—Benjamin Franklin

"Hey, what does this mean?" cried the diner in the restaurant. "There's a cockroach in the bottom of my teacup." "How should I know", snapped the waitress. "If you want your fortune told, see a gypsy."

R. F. Johnston Centennial Day Speaker In Algona, Ia.

THE Milwaukee Road Centennial Day programs which began in January with meetings sponsored by civic groups in Decorah, Ia., Red Wing, Minn., and Terre Haute, Ind., were continued on Feb. 16 when R. F. Johnston, general passenger agent, addressed a luncheon meeting of the Algona, Ia., Kiwanis Club.

The Algona meeting was typical of the six similar Centennial observances which are to be held in March.

Reviewing the histories of Algona and The Milwaukee Road, Mr. Johnston provided his audience of 70 civic leaders with a concept of the part this railroad has played in the country's social and industrial progress during the past 100 years.

Iowa became a state in 1846, and eight years later Asa C. Call came from California with \$6,000 in gold to find a location in northern Iowa for a town and a home for his family. He selected the site of Algona.

"It has been 80 years," Mr. Johnston said, "since Algona and The Milwaukee Road entered into a partnership that has proved beneficial to all of us, for it was in 1870 that one of our predecessor companies, the McGregor & Missouri River Railway Co., built a line from Nora Springs to Algona to give this city its first railroad."

Remarking that the Algona community and the railroad have grown together, thanks to the American system of free enterprise, he offered the following interesting comment on the exact meaning of the term "free enterprise":

"The quickest way to arrive at a definition is to decide what it is not. Free enterprise is not a club which the 'haves' wield over the 'have nots.' It is not a group of men sitting around a directors' table, turning prosperity on and off like water from a spigot. Nor is free enterprise the exclusive property of Management. Labor, as a matter of fact, has a bigger stake in free enterprise than Management. William H. Green, president of the American Federation of Labor, once said: 'If this country ever gets governmental regimentation, Labor will suffer most. Labor, therefore, is deeply interested in the preservation of private enterprise.'"



R. F. Johnston

"Reduced to its barest essentials, free enterprise is just plain, old-fashioned American self-government applied to the everyday job of making a living. It is the factor in Americanism that turns obscure mechanics into Walter Chryslers, Clement Studebakers and Henry Fords, small-town lawyers into Presidents, and news butchers into Thomas Edisons. This is the system which has given us the finest and greatest army of skilled workers the world has ever known.

"Why all these words about free enterprise when I'm supposed to be talking about the 100th birthday of a railroad? It is because free enterprise has been the one essential ingredient which has enabled us to give a century of service to the American public."

Here Mr. Johnston recounted some of the highlights in the development of The Milwaukee Road, its expansion to the Pacific coast, its improvements and refinements in service and its war service record.

"As The Milwaukee Road begins its second century of service," he said in conclusion, "we are confident that we are entering an era which will be marked by tremendous strides in science, industry and our manner of living . . . and we of The Milwaukee Road pledge that we will continue to keep abreast, and whenever possible,

to set the pace with the finest in transportation developments.

"But even more important to us than making progress mechanically and commercially will be our endeavor to be a self-sustaining service institution, carrying on in the American tradition of free enterprise, and our efforts to maintain and build the human contacts and friendships which we count as our most valuable assets.

"Our 80-year partnership with the community of Algona is one of these very important assets—an asset which we intend to nurture to the best of our ability. For, above all, it will always be the aim of The Milwaukee Road to be known as 'the friendly railroad of the friendly West.'"

Special Checks Issued for Milwaukee Road Employees

SOME measure of the respect which Milwaukee Road employees enjoy in their respective communities can be gained from the fact that banks in a number of cities located on the railroad have issued personalized checks for the convenience of their Milwaukee Road patrons. The special checks carry the Milwaukee Road trademark and an imprint of the Olympian Hiawatha streamliner. At the top is the legend, "This check is a personal obligation of a Milwaukee employe who solicits your patronage." The signature space likewise bears the identification, "Milwaukee Employe."

The banks listed as subscribing to this practice at the present time are the First National Bank of Aberdeen, Aberdeen, S. D.; the Aberdeen First National branch at Mobridge, S. D.; the Mitchell National Bank, Mitchell, S. D., and the First National Bank of Miles City, Miles City, Mont. Various other banks in Milwaukee Road territory have indicated that they also intend to adopt this custom.

The Cover

Melting ice in the river offered hope that winter was making its last stand as this picture was taken of No. 33, the "On Wisconsin," streaking toward Madison, Wis. The scene is between Okauchee and Oconomowoc, and the locomotive is a Class "A" oil burner, type 4-4-2, quickly recognized by all Milwaukee Road people as the power that pulled the first of the Hiawathas.

YOU CAN'T COMPETE WITH UNCLE SAM

The following article, submitted to *The Milwaukee Magazine* by the Railway Express Agency, is published in the interest of keeping Milwaukee Road employes abreast of important developments affecting their industry.



Most of these parcel post shipments are well under the maximum limitations of 70 pounds in weight and 100 inches in size, but the proportion of heavier shipments is increasing. In 1948, parcel post shipments between 12 and 70 pounds in weight were 44 per cent more than the preceding year—and express company traffic was down proportionately.

PPRIVATE business can't compete with a government agency subsidized by the taxpayers.

The American railroads and the people who work for them and own stock in them are learning that lesson through bitter experience.

The American railroads own and operate the Railway Express Agency. In competition with that company is the Post Office Department's parcel post service. As a result of this unfair competition, Railway Express is a burden instead of an asset to the railroads.

The unfortunate part of it is that Railway Express doesn't want to compete with parcel post and the Post Office doesn't want to compete with Railway Express. Postmaster General Donaldson told a Congressional committee last year: "Personally I feel that the Post Office has gone into the freight business."

President Truman referred to this problem in his budget message to Congress for the fiscal year 1950. Calling attention to the large postal deficit, the President said:

"The low rates for parcel post have led to substantial diversion of express traffic from common carriers, with the result that the Post Office Department is now receiving a volume and type of parcel business which it can not efficiently handle with existing facilities." And he added, "I, therefore, strongly urge again that the Congress enact at once adequate revision of the postal rate structure."

The federal law under which par-

cel post service is operated requires that rates be fixed at a level to cover the cost of the service. But the Post Office reports that in the fiscal year 1947 it lost \$50 million on parcel post operations. In fiscal year 1948 this deficit amounted to more than \$85 million. And the trend is continuing.

Actually, this subsidizing is even more expensive than it seems. For the Post Office loses many millions of dollars a year that are never reported as deficit. For instance, the Post Office Department pays no charge for the space it uses in federal buildings. And about 70 per cent of all space in post office buildings is used for parcel post. So this service really costs the taxpayers a lot more than they know.

True, operating expenses—especially wage scale—have gone up for both the Post Office and Railway Express. As a result of wage increases recommended by Presidential fact-finding boards, the Express Agency has been authorized by the Interstate Commerce Commission to boost its rates 58 per cent over the 1946 level. But while postal employes also have had wage increases, there has been no parcel post increase sufficient to offset increased costs. The taxpayers

pay the difference. Actually, some parcel post rates are lower now than they were in 1913.

You don't need a crystal ball to foresee the results of this disparity. L.C.L. shipments by Railway Express have fallen off from approximately 231 million in 1946 to 189 million in 1947, 141 million in 1948 and an estimated 100 million in 1949. Parcel post shipments have increased during these years almost proportionately.

The number of Railway Express employes has been very seriously reduced, but not as sharply as the volume of express shipments. The force has decreased from 79,033 in August of 1946 to 49,375 in August of 1949. This is a drop of just about 37 per cent.

What does this mean to railroad people?

When you consider that Railway Express uses 12,000 railroad cars a day, even with its shrunken business, it's obvious that this hits close to home. For thousands of railroad employes are actually part of the express business. Railway Express uses all sorts of railroad services and facilities such as cars, terminals, ferries, switching yards, platforms, elevators and telephone lines.

Since the railroads own Railway Express, the Agency pays for these services and facilities in proportion to the money it collects. In 1948 it paid the railroads 31 cents out of every dollar it received. But this was less than the cost to the railroads of handling this traffic. And yet, during the first eight months of 1949, the railroads were paid only 24 cents out of every Railway Express income dollar.

Of course, the railroads get paid by the Post Office too. But the rates paid by the Post Office for hauling mail are heavily weighted in favor of air transportation. So when the railroads haul parcel post, they're actually helping finance the subsidies which the government pays the air lines.

Is there any way out of this predicament for the railroads? Do they have to sit back and watch Railway Express socialized out of existence after 110 years of efficient service?

Fortunately, Congress is working on the problem. The Appropriations committees of both the Senate and the House of Representatives have urged that parcel post be put "on a more nearly self-sustaining basis." Bills to accomplish this, and to reduce the weight and size limits on parcel post shipments—and thus take the Post Office out of the freight business—are pending before both houses of Congress.

Kansas City Division Merged with Iowa and D&I

GENERAL Manager L. F. Donald announced on Feb. 20 that, effective March 1 the section of the Kansas City Division between Nahant, Ia., and Kansas City, Mo., would be merged with the Dubuque and Illinois Division, with headquarters in Savanna, Ill. The section between Cedar Rapids, Ia., and Rutledge, Ia., becomes a part of the Iowa Division, with headquarters in Marion, Ia.

P. J. Weiland, who has been superintendent of the Kansas City Division, is appointed assistant superintendent of the D&I, with headquarters at Ottumwa, Ia., as before.

American railroads in 1949 had the best passenger and employe safety performance on record.

The combination of operating expenses, taxes and equipment and joint facility rents of Class I railroads in 1949 took 92 per cent of their operating revenues, the highest ratio for any year since 1920.



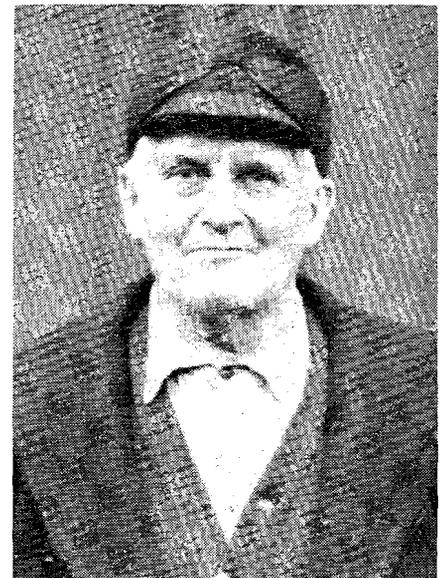
J. B. Merkel (sixth from right) pictured with a group of veteran fellow employes in the B&B department. Their service records, though considerably short of Merkel's 53 years, add up to quite a total. Reading from the left, with service dates: A. F. Benkowski (1929), George Byrne (1929), L. E. Okray (1935), T. P. Marinin (1925), Albert Oertel (1914), W. F. Wegner (1914), F. H. Ristow (1904), F. A. Matthes (1938), Mr. Merkel, J. Grzelak (1936), J. Glazer (1937), Chief Carpenter Dominic Constantine (1911), N. F. Guss (1930) and J. H. Johnson (1925).

53 Years on the Job; No Mishaps

ONE of the most outstanding personal safety records on the system was disclosed with the retirement, on Feb. 28, of J. B. Merkel, B&B carpenter at Milwaukee Shops. Mr. Merkel, who started working in the B&B department as a carpenter in 1897, retired with a flawless record—53 years on the job without one instance of a lost time or reportable injury.

Mr. Merkel was born on Dec. 6, 1870, and so was only a teen-age worker when he started his employment. His outstanding performance is a tribute to the railroad's safety program. During the years he was at the shops he served at various times as B&B foreman and also as chief carpenter.

Mr. Merkel's department, as a whole, can boast of an excellent safety record. During the past three years not one member of the crew has suffered an injury.



J. B. Merkel

APPOINTMENTS

Mechanical Department

Effective Feb. 15, 1950:

A. G. Hoppe, general superintendent of the locomotive department, and F. L. King, mechanical superintendent Diesel and electric power, are at their own request relieved of their present assignments.

F. W. Bunce is appointed superintendent of motive power, with headquarters at Milwaukee, Wis.

A. G. Hoppe is appointed engineer of research and development, with jurisdiction over the mechanical engineer and test department, and with such other duties as may be assigned.

F. L. King has been appointed master mechanic of the Superior and Madison Divisions and to such other duties as may be assigned, with headquarters in Milwaukee, Wis.

W. W. Bates will have jurisdiction as master mechanic over the Milwaukee Division, first, second and third districts, with headquarters in Milwaukee, Wis.

The offices of general superintendent of locomotive department, mechanical superintendent steam power, and mechanical superintendent Diesel and electric power are abolished.

Engineering Department

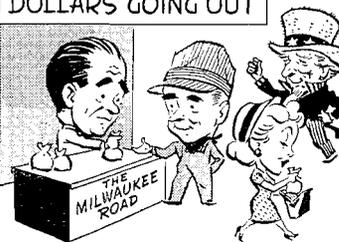
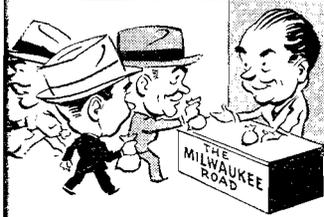
Effective Mar. 1, 1950:

C. L. Waterbury is appointed supervising engineer, roadway equipment and welding, with headquarters in Chicago. The office of engineer and superintendent fuel and water service, which Mr. Waterbury formerly occupied, is abolished.

DOLLARS COMING IN

How are we doing?

DOLLARS GOING OUT



JANUARY

	1950	1949
RECEIVED FROM CUSTOMERS		
for hauling freight, passengers, mail, etc.	\$16,834,312	\$18,958,895
PAID OUT IN WAGES	9,781,699	11,007,212
PER DOLLAR RECEIVED (CENTS).....	(58.1)	(58.1)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance	587,385	679,862
PER DOLLAR RECEIVED (CENTS).....	(3.5)	(3.6)
ALL OTHER PAYMENTS		
for operating expenses, taxes, rents and interest	8,092,613	8,815,360
PER DOLLAR RECEIVED (CENTS).....	(48.1)	(46.5)
NET LOSS	1,627,385	1,543,539

West Allis Skater Wins U. S. Titles



Bob Zirkel

BOB ZIRKEL, the 11-year-old son of Al Zirkel, secretary to general storekeeper at Milwaukee Shops, flashed across the headlines recently as the winner of both the outdoor and indoor United States speed skating championships.

Bob, who skates in the midget boys division, won the outdoor crown at the National Speed Skating Races held in connection with the St. Paul Winter Carnival on Jan. 28-29. Participating in the United States Indoor Championship at Colorado Springs on Feb. 17-18, he again placed first in his division. In this event he met the best competition in the country, nosing out Leroy Strand of California for the title.

In addition to these titles, Bob also won the championship of the International 10,000 Lakes Meet at Minneapolis and of the Tri-State Championship at Elgin, Ill.

Bob has been skating since he was six years old and has already accumu-



Al Zirkel

lated some 20 trophies and about 50 medals. He is a member of the West Allis Speed Skating Club, one of the largest in the middle west. During the winter season, when he does not skate in the Milwaukee area, the West Allis speedster participates in events throughout the country.

His father was president of the Wisconsin Skating Association in 1947 and 1948, and was formerly a skater himself. "But," he's quick to add, "I never could have kept pace with these kids who are racing today."

Anti-Histamine Drugs— Should You Use Them?

The following warning about the toxic effects of anti-histamine drugs has been provided by Dr. A. R. Metz, chief surgeon, Lines East:

DURING recent months a great deal of publicity has surrounded the use of anti-histamine drugs in the treatment of colds, hay fever and various other conditions. The use of these drugs should be given careful consideration. In some cases, people report good results from them, while others report no results and even bad reactions.

Some people tend to become drowsy and fall asleep after taking, which makes the drug dangerous for anyone employed in a position where he must at all times be on the alert. Employees who use the anti-histamine drugs while working on the railroad in any capacity should be especially cautious. This caution should extend to anyone who drives a car, as falling asleep at the wheel may result in a serious accident.

Employees of the railroad should not take anti-histamine drugs before going to work, or while operating machinery or driving an automobile.

"Long the favorite target of bungling bureaucracy, the railroads are again squarely in the sights of two seemingly innocuous but actually dangerous Congressional bills.

"Sponsored by Representative Crosser in the House and Senator Johnson in the Upper Chamber, the proposals are to rewrite a part of the Interstate Commerce Act ostensibly to require installation of radio devices to the railroad safety system.

"But actually the measures go much farther, authorizing the Railroad Commission to 'establish rules, regulations and practices . . . intended to promote safety of railroad operation'.

"This means in effect that, under the guise of promoting safety, the Government would practically take over the actual physical direction of the roads. No other interpretation is possible of the broad and sweeping power demanded."

Boston, Mass., Record, Feb. 4, 1950.

The newlyweds were honeymooning at the seashore. As they walked arm in arm along the beach, the young groom looked dreamily out to sea and eloquently cried out: "Roll on, thou deep and dark blue ocean—roll!"

His bride gazed at the water for a moment, then in hushed tones gasped, "Oh, Fred, you wonderful man, it's doing it."



Scene at the Rainier Club during the farewell luncheon given in honor of J. N. Davis by a group of fellow officers and employees.

J. N. Davis Retires; Honored at Luncheon

by Margaret Hickey

Correspondent, Seattle General Offices

J. N. DAVIS, general attorney of the Road with headquarters in Seattle, who retired on Feb. 28, was honored at a luncheon held at the Rainier Club the preceding day. About 42 of his friends and associates were present. The date also happened to be Mr. Davis' 70th birthday. A. N. Whitlock, vice president and general counsel, was toastmaster for the affair. Mr. Davis was presented with a fine binocular field glass.

Mr. Davis came to the Road on May 1, 1911, as assistant general solicitor in the law department in Chicago. He was appointed commerce counsel in 1922 and went to Lines West as general attorney in 1941. On Dec. 1, 1945, when the railroad emerged from trusteeship, he was named assistant

to president. On June 1, 1946, he requested a release from that position and resumed his title as general attorney. In addition to his official duties for the railroad he served at various times as vice president of the Milwaukee Hospital Association and as president of the Cowlitz, Chehalis and Cascade Railway.

R. H. Maguire, assistant general attorney, has been appointed to succeed Mr. Davis. Mr. Maguire is a native of Toledo, Ohio. He was born there on July 3, 1894, and educated at the University of Michigan and the University of Oregon. He has been with the Road as assistant general attorney since Jan. 1, 1937. The position he occupied has been assigned to B. F. Lutterman, who is succeeded in turn by Charles F. Hansen.

Mr. Davis and three of his closest associates look over the testimonial to his 30 years of faithful service. From left: L. H. Dugan, vice president; Mr. Davis; A. N. Whitlock, vice president and general counsel; and R. H. Maguire, successor to Mr. Davis as general attorney.



W. G. Bowen

WILLARD G. BOWEN, 67, retired superintendent of the D&I Division, died on Feb. 10 in Savanna, Ill. Funeral services were held in Savanna, with burial in Ottumwa, Ia. Surviving are his widow, his mother, a daughter and two grandchildren.

Mr. Bowen was born at Tomah, Wis., and educated at the Tomah High School. His railroad service, which was all with The Milwaukee Road, started on July 6, 1899, as a telegraph operator on the La Crosse Division. In 1903 he became a train dispatcher and from 1917 to 1919 he was chief dispatcher on the La Crosse and Northern Division. For a period of eight years, starting on Nov. 1, 1919, he served as trainmaster on the La Crosse, Iowa, Twin City Terminals and Sioux City & Dakota Divisions, when, on Jan. 1, 1928, he was promoted to assistant superintendent of the Terre Haute Division. He served in the latter capacity until 1931 when he became assistant superintendent of the D&I. In 1936 he was appointed superintendent of the Kansas City Division at Ottumwa, Ia., and in 1938 he was transferred to Marion as superintendent of the Iowa Division. His appointment as superintendent of the D&I Division became effective on May 15, 1942. He terminated his long and faithful service there on Aug. 16, 1948.

Seattle Group Honors

F. C. Bell

FRANK C. BELL, a member of a family represented on The Milwaukee Road for many years and himself a veteran of more than 58 years of service, retired on his 79th birthday, Jan. 27. He had been a clerk and checker at Seattle since January, 1923.



Frank C. Bell

Mr. Bell started railroading with the Northern Pacific at St. Paul in 1886 when he was 15. He joined up with the Milwaukee in 1888, serving as a storekeeper at Marion, Ia., and at Ottumwa, but left in 1893 to do some railroading in Mexico. Following his return to the States, he resumed his Milwaukee Road service in 1896 and was promoted to conductor four years later. He remained on the Kansas City Division until 1918, when he moved to Port Angeles,

Our Safety Record					
One Month Period					
	Employee Casualties			Total	Casualty
	Killed	Injured	Total	Manhours	Rate
1950	—	39	39	5,802,829	6.72
1949	—	60	60	7,573,767	7.92
Incr. or Decr.....	—	—21	—21	—1,770,938	—1.20

Wash., as yardmaster and conductor. He served in that capacity until his transfer to Seattle in 1923.

The men of the Bell family held a record on the Kansas City Division in 1892 when five members were in service simultaneously. Frank's father, A. W. Bell, was a conductor from 1887 until his death in 1911. An uncle, C. O., was a conductor from 1880 to 1893, and a brother, D. C., was call boy and fireman from 1892 to 1908. Another brother, W. C., was call boy and operator-agent from 1892 until he retired in 1945. A son, Ward, was employed at Seattle as yard clerk and solicitor from 1918 until 1931.

On Feb. 21, Mr. Bell was honored at a luncheon given by the Seattle Service Club, some 200 of his railroad friends being present. Agent J. R. Ludwick presented him with their testimonial gift, a camera flash light attachment. Following the death of his wife in 1945, Mr. Bell took up photography as a hobby and now expects to devote a great deal of time to traveling and picture taking.

Snowbound, Rescued by Train Crew

STRANDED by the record breaking blizzard which swept the Rocky Mountain territory in late January, four young men of Coffee Creek, Mont., owe their rescue—possibly their lives—to the Good Samaritan work of Milwaukee Road personnel.

The four boys, Henry Nemeck, Jr., Dale Kitchell, Jack Jelinek and Milton Wamback, were returning from a Friday night basketball game in Denton when their car stalled in a snow drift. The temperature was 42 degrees below zero and a heavy snowfall was fast obliterating landscape markers.

Forced to abandon the car, the boys took their bearings from the Milwaukee Road tracks and began following them back to Denton. That they were seen was due to the alertness of J. L. Cox, engineer of freight No. 196, which was enroute from Great Falls to Denton. The freight consisted of two engines—Cox and Fireman E. S. Holmquist in the first and Engineer Jerry Gillen and Fireman

J. M. Kennett in the second. Conductor Sam Robinson was in charge.

Considering the weather, it was only through an accidental stroke of luck that Cox saw the boys. Noting their position, he took the train on into Denton and then reported their plight to Robinson, who immediately ordered an unscheduled trip back to pick them up. One of the boys suffered a frozen foot, but there is no doubt that their exposure would have had more serious results had they not been found when they were.

One Good Turn

IN AN open hearted letter from Mrs. Kathleen Shaw of Vancouver, B. C., we learn of an honest turn involving Porter J. M. Barber and a mislaid handbag. Mrs. Shaw tells it this way:



J. M. Barber

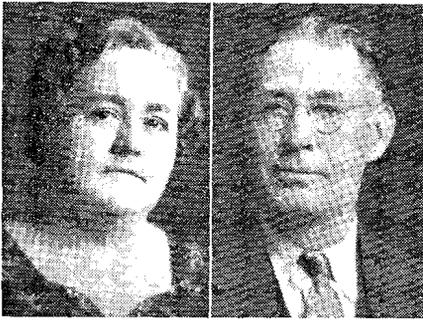
"Traveling to Chicago on the Olympian Hiawatha recently, I awoke the first morning to find that I had left my purse containing \$130 in the powder room. You can imagine my concern, and how overjoyed I was when the porter produced it. He had found it during the night and had kept it for me.

"I do not have the name or number of the porter, and in addition to the tip I gave him I would like him to know that I have written to commend him for his honesty. It was quite a topic of conversation while I was in Chicago, and now that I have returned to Vancouver, The Milwaukee Road has received a great deal of publicity over the action of this particular employe."

Barber's identity was established through the stub of the sleeping car ticket which was enclosed in the letter.

There is no trade or employment but the young man following it may become a hero.

Welcome, Traveler



Mr. and Mrs. Paul Affeld

"HOW long have you been married and what kind of weather did you have on your wedding day?"

"It was just 47 years on the 28th of January and I remember that it was raining." The answer, coming without hesitation, scored 100 per cent as a thoughtful husband for Paul Affeld, Milwaukee Road engineer of Kansas City, Mo., in a husband and wife interview on the Welcome Travelers radio program in Chicago on Feb. 2.

Welcome Travelers, broadcast daily from Chicago at 9:00 A.M. over a national hookup, features interviews with visitors to the city and travelers on stopovers between trains. Mr. and Mrs. Affeld were returning to Kansas City following a visit with their grandchildren in Benton, Pa., when they were invited to be guests on the show.

Under questioning by Master of Ceremonies Tommy Bartlett, the Affelds' interview unfolded the story of one Milwaukee Road family. Beginning with an account of Mr. Affeld's work, they said that they like to travel and have seen a great deal of the United States, Canada and Mexico. They have a daughter in Ft. Worth, Tex., and another in Little Rock, Ark., besides three grandchildren and two great-grandchildren, and many of their trips have involved visits with their widespread family group. To a question about what they regard as the best part of traveling, they both answered that it is the "going home" part. The questions next shifted to their marriage at Mrs. Affeld's old home in Holden, Mo., and their philosophy for building a happy life.

At this point Mr. Bartlett said, "There is a nice luncheon waiting for you at the Harding Restaurant," and then proceeded to ask the jackpot question: "What meat dish is named for a city in Missouri?" Mrs. Affeld ventured, "Kansas City steak?" This proved to be the right answer and she was rewarded with a set of costume jewelry, Mr. Affeld with a pipe and

a gift of Lava soap for use on his job. In addition, each received the big Welcome Travelers prize, in this case a handsome electric comforter.

Mr. Affeld has been in Milwaukee Road service since 1903, starting as a fireman. He has been an engineer since 1907, at present on the Southwest Limited between Kansas City and Ottumwa, Ia. Mrs. Affeld is active in The Milwaukee Road Women's Club and has served two terms as president of the Kansas City Chapter.

"We always plan a trip for our wedding anniversary," Mrs. Affeld says. "This was our 47th, and we wanted to go to the Welcome Travelers program because we were there last year and enjoyed it. They really extend a royal welcome to travelers. Nothing would please us more than to do it all over again on our 50th anniversary."

All's Well on No. 15, Snowbound

HENRY B. SYCLE, a Richmond, Va., businessman who takes an optimistic view of blizzards, had the time of his life as a snowbound passenger on the Olympian Hiawatha in January. A

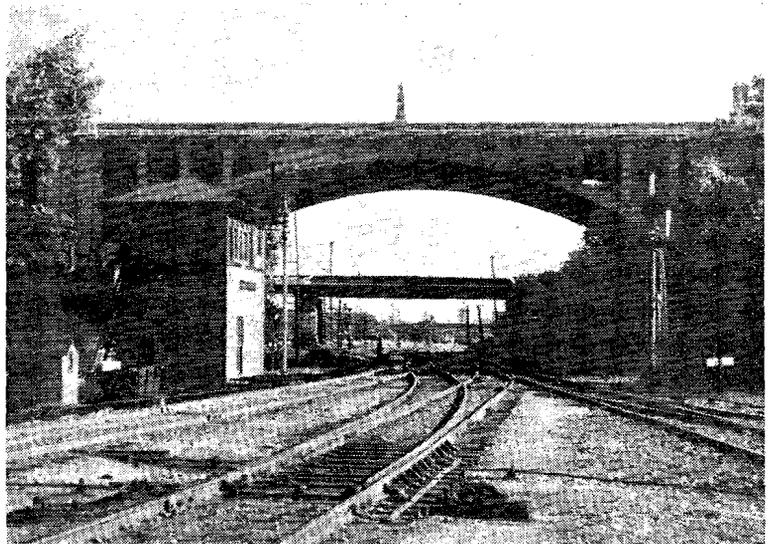
small-boy enthusiasm to see snow—lots of it—had prompted him to take a midwinter trip to the Coast via the Milwaukee's scenic snow-blanketed route. The railroad side of the blizzard story is different from the passenger's, but Mr. Sycle's experience provides an enlightening glimpse of Milwaukee Road personnel facing up to snowbound conditions. The following is his personal commendation:

"I think the entire train staff should be complimented for the courteous and efficient manner in which it worked to keep the passengers comfortable and happy. Particularly, I wish to commend the Tip Top Grill employes and your division electrician, Mr. Carl Borgh, who worked untiringly and beyond his required duty.

"Such service rates the Milwaukee line tops in my opinion, which is that of a traveler who has made 18 trans-continental trips on every route out of Chicago, St. Louis and New Orleans. Further, I would like to emphasize the scenic attractions of your route and your smooth roadbed."

There is no indigestion worse than that which comes from having to eat your own words.

How Well Do You Know Your Railroad?



FOR the sake of simplifying the matter of identifying the pictures which appear in this department, the Magazine is this month adopting the practice of publishing the solution in the same issue. But it'll be a lot

more fun if you really try to figure it out before looking up the answer.

For the identity of the above scene, as well as the one which appeared in the January issue, please turn to page 38.

Ties, and to Spare

*Give me a wild tie, brother,
One with a cosmic urge,
A tie that will swear
And rip and tear
When it sees my old blue serge.*

Bard o' the Yards

A HOLLYWOOD actor known for his sartorial elegance made news recently by announcing that he owns 350 pairs of shoes. This must be pretty small potatoes to Conductor William G. Schrader of Mason City, Ia. Schrader collects ties and, if he were so inclined, could wear a different one every day for the next five years, with a few dozen left over for Sundays.

Schrader has been a Milwaukee Road man for over 40 years and at the present time is in passenger service on the Sioux between Canton, S. D., and Marquette, Ia. His fabulous collection of neckwear numbers about 2,000, no two alike and in almost every conceivable pattern and material.

It all started one day in 1939 while he watched as his wife made aprons from tie-shaped pieces of material. The idea came to him of making things from ties, and he decided to collect some and make an afghan and a braided rug for his daughter—he had seen such a rug and thought at the time that it was very attractive.

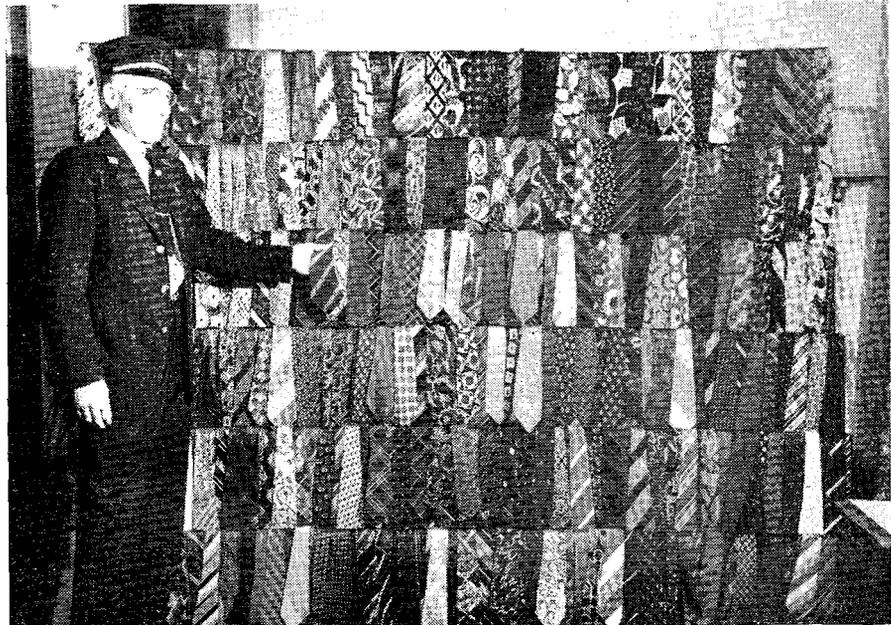
In his search for unusual ties, Schrader received contributions from all over the United States and foreign countries—from the British Isles,

France, the Netherlands, Germany, Italy, Mexico, South America, Canada, Alaska, Pacific Islands, Asia. The oldest is from France, sent to him by a veteran of World War I. The newest, from Hawaii, was a gift from a Sioux City locomotive engineer.

Family friends who know of Schrader's hobby pick up ties for him when they travel. Some have come from

railroad men who were in foreign service during World War II. Duplicates, or those which Schrader doesn't care to include in the collection, are given to friends. He once assisted a University of Iowa student in financing his education by loaning him 100 ties to operate a tie rental service.

Schrader has purchased some of the ties and occasionally will wear one from the collection, a change from the regulation black four-in-hand he wears on duty. However, his hobby has succeeded in overshadowing his original project—the afghan and the braided rug for his daughter are still in the offing.



Ties plain and fancy figure in Conductor Schrader's collection of 2,000. He can recall the name of every donor and the circumstances surrounding their inclusion in the collection.

It's an Idea!

LOOKING ahead to Easter, green nests made of lime-flavored gelatin filled with red gelatin "eggs" make ideal refreshments for a child's Easter party. Chill the lime gelatin in a shallow pan until firm, then break into shreds with a fork and arrange on plates in the shape of nests. Fill nest centers with "eggs" made of firmly chilled raspberry-flavored gelatin cut into balls with a round measuring spoon.

DON'T complete your spring garden plans until you've checked the new fruits, shrubs and flowers available for the first time this year. According to Better Homes and Gardens magazine, one of the real discoveries is Phlox Sir John Falstaff, already famous in England. It has the largest single flowers and the biggest head

of flowing rose-red of any tall perennial phlox. Another important newcomer is Fire Chief, the really red petunia gardeners have been waiting for. It was a winner in the All-American Seed Selections, is excellent for border, porch and window boxes.

GLAMOURIZE your rainy weather outfit with a frilly umbrella case. Rayon taffeta in a snappy plaid or a solid color is a perfect fabric for these sheaths which are reminiscent of the 19th century. Or take a tip from the Paris designers and make it of fine rayon satin or velvet! Directions for making one can be found in Simplicity printed pattern No. 7309.

PORK is the bargain meat this spring. To roast pork to perfection, cook it thoroughly at moderate heat until there is no trace of pink in the juice.

Pork chops or steaks should be browned first, then cooked slowly in a covered pan (20 minutes for meat ½-inch thick, longer if it is thicker). In preparing fresh ham, leave the rind on. It helps the meat to cook quickly and to shrink less, and it can be easily removed after roasting.

IF YOU have a home freezer, try toasted waffles for a new taste experience. Next time you have waffles left over, wrap them in moisture-vaporproof paper and freeze them. Then, when you're in a hurry to serve breakfast or a pickup luncheon, remove the waffles from the freezer and drop them, unthawed, into the toaster which has been set at the lightest browning point. They will come out as delicious as if they had just been baked.

Heed Cancer Warnings; Guesswork May Take Your Life!

WHAT you don't know about cancer can kill you. And you may be helping to do just that, for the biggest ally cancer has is your fear of finding out that you have it.

Every time you postpone going to your doctor with that "chronic indigestion" and instead take a patented pain killer or a much-touted "acidity remedy," you may be adding a line to your own death sentence; every time you neglect unnatural bleeding from some body opening or ignore that little sore spot that won't heal, you may be chipping away at your own epitaph. There are many death certificates which name carcinoma, but should more truthfully say, "This person died of criminal self-neglect."

Maybe your trouble isn't cancer at all; perhaps it's only some minor dislocation in the functioning of the human body. But it takes a trained medical man, plus modern scientific devices to learn the answer. You won't get the truth from someone who has a special product to sell, or from a neighbor who knows "a case just like yours" and exactly what to do about it.

And don't be afraid to find out. Remember, no one ever died from the knowledge of cancer, but the malignant growth itself. Help your

doctor to unmask it and stamp it out. Go to him early, insist on regular and thorough physical examinations. Know yourself! Your life may depend upon it!



A clinical examination will determine the presence of cancer. Maybe your trouble isn't cancer at all, but if it is, the doctor will tell you what to do about it.

What to Prune, Now and Later

MARCH is the month in which to prune shrubs that flowered from mid-summer on last year. Pruning now doesn't remove any flower buds from late-flowering shrubs since all buds now on plants will produce only leaves. Here are some of the late-flowering shrubs which can be pruned now, according to Better Homes & Gardens magazine:

Dogwood (colored bark varieties), honeysuckle (late varieties), hydrangeas, sumac, beautyberry, bladdernut, buddleia, bush-althea or hibiscus, buttonbush, cotoneaster, hollygrape, kerrybush, snowberry, summersweet, sweetshrub, tamarisk, weigela and winged euonymus.

Early-flowering shrubs should be pruned later because all of this season's flowers already exist in bud form. After the blooms fade, you can prune without harming buds. But don't wait too long or you'll get next year's buds. Here are the early-flowering shrubs to prune after they bloom:

Azalea, beautybush, deutzia, double-flowering plum, flowering almond, flowering dogwood, flowering quince, goldenbells, honeysuckle, lilac, magnolia, pearlbush, pea-shrub, pussy willow, redbud, rhododendron, roses (climbers), and the early varieties of spirea, tamarisk and viburnum.

Old scrawny shrubs with little foliage near the base should be rejuvenated now. Cut off every cane at the ground, even on early-flowering shrubs. You'll be sacrificing flowers in most shrubs for a time, but they'll come back more beautiful than before in a year or so.

RETIREMENTS

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

Chicago General Offices

COTTINGHAM, WARD L.
Instrument man Chicago, Ill.
CRIKELAIR, CHARLES A.
Rate Clerk Chicago, Ill.
KARCH, JANE A.
Asst. Bureau Head Chicago, Ill.
OTCOVSKY, WILLIAM
Detailer Chicago, Ill.
OWENS, WILLIAM
Sorter, S & DC Dept. Chicago, Ill.
SLEVIN, JOSEPH
Steward Chicago, Ill.

Chicago Terminals

DePAULO, RALPH
Sec. Laborer Chicago, Ill.
GRANT, WILLIAM J.
Frt. Handler Galewood, Ill.
MAREK, JOHN J.
Carpenter Chicago, Ill.
MFRCHUT, JOSEPH
Mach. Helper Bensenville, Ill.
PATER, FRANK
Car Helper Chicago, Ill.
WALSH, THOMAS
Ex. Gang Laborer Chicago, Ill.

Coast Division

BATES, EMORY I.
Signal Foreman Tacoma, Wash.
BIERS, ANDREW
Section Laborer Thorp, Wash.

DIR, TONY
Engine Watchman Everett, Wash.
DIXON, GERALD G.
Loco. Engineer Tacoma, Wash.
ERICSON, CARL V.
Ex. Gang Laborer Tacoma, Wash.
KRAFT, GEORGE M.
Carman Seattle, Wash.
KEMP, JOSEPH F.
Loco. Engineer Tacoma, Wash.
RASKE, ELLEN B.
Coach Cleaner Tacoma, Wash.
VOSHALL, ARCHIE
Sec. Foreman Kittitas, Wash.

Dubuque & Illinois Division

ABEL, CHARLES E.
Conductor Chicago, Ill.
BISHOP, WILLIAM H.
Section Laborer Davenport, Iowa
DUBMEYER, ANDREW
Cutter Dubuque, Iowa
EDGAR, JAY L.
Machinist Helper Marquette, Iowa
MINER, CHARLES A.
Sec. Laborer Dubuque, Iowa
NEILSON, JOHN A.
Sec. Leverman Savanna, Ill.
TOMLINSON, GAIL L.
Switchman Nahant, Iowa
WHITNEY, JOE S.
Carpenter Sabula, Iowa

Hastings & Dakota Division

ENGVORSON, JENS J.
Sec. Laborer Bristol, S. D.

FRITZ, AUGUST
Section Foreman Cologne, Minn.
KLOTZBUCHER, GOTTFRIED
Laborer, Loco. Dept. Aberdeen, S. D.
NIDER, JOHN
Hostler Montevideo, Minn.
NORDQUIST, JOHN E.
Loco. Engineer Ortonville, Minn.
NORDQUIST, JOHN
B&B Carpenter Milbank, S. D.

Idaho Division

DUELL, RALPH W.
Conductor Spokane, Wash.
GILLIS, SAMUEL A.
Ex. Gang Laborer St. Maries, Ida.
KUHLMAN, Herman C.
Laborer St. Maries, Ida.
TIUS, ALBERT L.
Conductor Spokane, Wash.

Iowa Division

BOLENDER, FRED
Conductor Perry, Iowa
CHAPMAN, FRANK D.
Conductor Perry, Iowa
HALLY, GEORGE T.
Agent Huxley, Iowa
LEE, EDWARD M.
Switchman Council Bluffs, Iowa
OHLMEYER, EDWARD H.
Sec. Laborer Wyoming, Iowa
STEVENS, ROSCOE F.
Loco. Engineer Marion, Iowa

The Milwaukee Magazine

Iowa & Dakota Division

COOK, FRANK B.
 Sec. LaborerNew Hampton, Iowa
 COSTELLO, FRED L.
 Steno-ClerkSioux City, Iowa
 OLSON, OLOF
 CarmanMason City, Iowa
 WENDT, GEORGE F.
 Loco. EngineerMason City, Iowa

Iowa & Southern Minnesota Division

BETTS, JOHN E.
 Sec. LaborerCresco, Iowa
 CARLSON, ERIC M.
 CarmanAustin, Minn.
 TODOROFF, THOMAS
 Mach. HelperAustin, Minn.
 WILSON, SAMUEL O.
 Loco. EngineerMadison, S. D.

Kansas City Division

BLIZZARD, ROY E.
 Boilermaker HelperOttumwa, Iowa
 CHAMBLIN, AARON H.
 Sec. ForemanLiberty, Mo.
 CUNDIFF, JEROME W.
 CarpenterOttumwa, Iowa
 DE MOSS, MYRON
 Loco. EngineerCedar Rapids, Iowa
 WILSON, ROBERT E.
 Agent-Tel.Braymer, Mo.

La Crosse & River Division

GREEN, KENNETH M.
 Loco. ForemanMinneapolis, Minn.
 HANF, OSCAR R.
 Loco. EngineerMinneapolis, Minn.
 HEMPSTEAD, RALPH C.
 Master MechanicLa Crosse, Wis.
 JOHNSON, ALFRED E.
 Sec. LaborerFrontenac, Minn.
 KLEIST, CHARLES F.
 Sec. LaborerPortage, Wis.
 MARTIN, CHRIS
 R&R ForemanNew Lisbon, Wis.
 McDONALD, RAYMOND F.
 Loco. EngineerMinneapolis, Minn.
 RATHBURN, EUGENE J.
 Sta. Baggage ManLa Crosse, Wis.
 SHAW, BENJAMIN F.
 Mach. HelperTomah, Wis.

Madison Division

DRESDOW, RUDOLPH L.
 Sec. LaborerWaukesha, Wis.
 WAGGONER, FRED
 Ex. Gang FlagmanMadison, Wis.
 WESLEY, FRED
 Car InspectorMadison, Wis.

Milwaukee Division

HOYT, OSCAR E.
 AgentSlinger, Wis.
 LOCKWOOD, RAYMOND L.
 Loco. EngineerHoricon, Wis.

Milwaukee Terminals and Shops

ADAMCZYK, MARTIN J.
 Store HelperMilwaukee, Wis.
 ERBE, MAX F.
 Car HelperMilwaukee, Wis.
 GRAY, PHILLIP F.
 CallerMilwaukee, Wis.
 HAGEN, HENRY F.
 Sheet Metal Worker.....Milwaukee, Wis.

On the Domestic Front

The "My Pop's Tops" contest recently sponsored by the Milwaukee, Wis., Sentinel among its juvenile readers produced some samples of unstudied humor. One artless youngster summed up his dad's qualifications thusly:

He is nice, even though he has funny habits. Like when he puts real hot water into the bathtub and when he burns his self he gets mad and makes out like it was Ma's fault. And Ma, she could be a mile away in the kitchen, but she done it and the more she says she didn't, the more he says she did, until finly he gets mad and slams the door out of the house and says he's going to get drunk. But he don't. He can't. He has ulsters.



HOYLE, JOSEPH M.
 Asst. CashierMilwaukee, Wis.
 McCLOUD, IRVIN R.
 YardmasterMilwaukee, Wis.
 MINCHESKI, JOSEPH A.
 MachinistMilwaukee, Wis.
 NIEMANN, ARTHUR J.
 MachinistMilwaukee, Wis.
 POPPAS, JAMES L.
 Ex. Gang LaborerMilwaukee, Wis.
 RESINGER, BERNARD J.
 SteamfitterMilwaukee, Wis.
 ROGALL, WILLIAM H.
 Blacksmith Helper.....Milwaukee, Wis.
 SCHUPINSKY, HARRY R.
 Store HelperMilwaukee, Wis.
 VARGA, GEORGE J.
 Carman HelperMilwaukee, Wis.
 WASZAK, FRANK C.
 CarmanMilwaukee, Wis.
 WELTY, JOHN C.
 Coach Carpenter.....Milwaukee, Wis.
 WIMS, WILLIAM
 Janitor & Sta. Fireman..Milwaukee, Wis.
 WOYTEK, Adam A.
 CarmanMilwaukee, Wis.

Rocky Mountain Division

ADE, CLARENCE E.
 Asst. ForemanDeer Lodge, Mont.
 BYRNE, FRANK P.
 Agent OperatorAlberton, Mont.
 CARLSON, JOHN A.
 Ex. Gang LaborerHenderson, Mont.
 DUVAL, HAROLD L.
 LinemanThree Forks, Mont.
 McGINN, FORREST J.
 Sec. LaborerDonald, Mont.
 METTS, CHARLES S.
 BrakemanThree Forks, Mont.
 WALTERS, MARION D.
 Sec. LaborerMartinsdale, Mont.

Seattle General Offices

JONES, RALPH H.
 Asst. EngineerSeattle, Wash.

Superior Division

BENNETT, HENRY E.
 TinsmithGreen Bay, Wis.
 FELT, ANDREW F.
 Blacksmith HelperGreen Bay, Wis.

Terre Haute Division

BROWN, HERBERT A.
 ClerkTerre Haute, Ind.
 CONNER, BENNIE
 BrakemanWest Clinton, Ind.
 GREGGS, JACOB D.
 CarmanTerre Haute, Ind.
 LENTZ, KARL
 InspectorWest Clinton, Ind.
 LOUCHE, AUGUST F.
 Sec. LaborerTerre Haute, Ind.
 WRIGHT, JOSEPH M.
 Tel. Oper.West Clinton, Ind.

Trans-Missouri Division

ALLEN, JAMES
 Ex. Gang Laborer.....McIntosh, S. D.
 ALLEY, ETHEL N.
 CookMissoula, Mont.
 JENDAL, SVEN T.
 Carman HelperMiles City, Mont.
 KARLSSON, HILDER G.
 Ex. Gang Laborer.....Mobridge, S. D.
 MAXFIELD, OMER
 BoilermakerMarmarth, N. D.
 MILLER, MATHEW
 Asst. Ex. Gang F'rmm. Musselshell, Mont.
 REVLING, OLAF O.
 ConductorMiles City, Mont.
 RODE, JOHN A.
 PumperMobridge, S. D.

Twin City Terminals

ANDERSON, CARL F.
 Machine OperatorMinneapolis, Minn.
 ARNOLD, CLINTON R.
 Machinist Inspector...Minneapolis, Minn.
 BARKER, LOUIS H.
 Laborer, Store Dept., Minneapolis, Minn.
 DIENER, FREDERICK A.
 Sec. LaborerMinneapolis, Minn.
 ELANDER, JAMES A.
 Machinist HelperMinneapolis, Minn.
 FARRELL, LEONARD F.
 StockmanMinneapolis, Minn.
 INGOLD, CHARLES
 MachinistMinneapolis, Minn.
 LOEFERT, FRED C.
 MachinistMinneapolis, Minn.
 McCURDY, JAMES
 MachinistMinneapolis, Minn.
 MOE, CHARLES L.
 SwitchmanMinneapolis, Minn.
 OBERG, JOHN F.
 MachinistMinneapolis, Minn.
 ORR, ANNA J.
 Tel. OperatorMinneapolis, Minn.
 PETERSON, EDWARD A.
 Ex. Gang Laborer...Minneapolis, Minn.
 PETERSON, OLE
 Ex. Gang Laborer...Minneapolis, Minn.
 RUDOLPH, FRANK O.
 Car RepairerMinneapolis, Minn.
 RYERSON, SIGURD
 Machinist WelderMinneapolis, Minn.
 SCHROEDER, WILLIAM G.
 Pipefitter Helper.....Minneapolis, Minn.
 SMITH, MICHAEL
 Frt. HandlerMinneapolis, Minn.
 THOMPSON, DAVID
 Ex. Gang Laborer.....St. Paul, Minn.

America has made more progress in 160 years than all other countries made in 6,000 years. The inventiveness, industry and initiative of free men are the reasons.

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

MILWAUKEE TERMINALS

Fowler Street Station

Pearl Freund, Correspondent

Check Clerk Anton Janoschek was hospitalized on Jan. 30 for a tonsillectomy.

T/Sgt. Joseph F. Strukel, son of Mr. and Mrs. Anton Strukel, whose plane was shot down over Germany in 1944, was reburied at Fort Snelling National Cemetery, Minnesota, on Feb. 9. Anton, who is employed at Fowler Street, and Henry Strukel, a brother, who is foreman of House 7, attended the services there.

Phillip F. Gray retired on Jan. 1 at the age of 67, with approximately 22 years of service. He was a trucker at House 7.

"Harbor Light," Margaret Hagberg's mount, was given his final ovation for 1949 at the Wisconsin Exhibitors' Banquet, held Jan. 29 at the Hotel Lorraine in Madison. Governor Rennebohm was the principal speaker. "Harbor Light" was named reserve champion for the state, his rank being judged through the point system, which brought him two points short of first place.

On Feb. 11 Herbert Flint and Roger Selk packed all the requisites for a vacation into a nice looking convertible and headed for Mexico. Their itinerary included New Orleans, Brownstown, Tex., Mexico City, and if all went well, a plane trip to Acapulco.

Marjorie Cary, daughter of chief yard clerk for the Milwaukee Terminals, and Anthony Caggio were married Feb. 11 in Holy Assumption Church, West Allis. The couple went to Cleveland, Ohio, for their honeymoon.



Beatrice Lang, employed at North Milwaukee station, becomes Mrs. Kenneth Orgish. The newly marrieds will live in Kenosha, Wis.

Davies Yard

J. J. Steele, Correspondent

Don Ritzke has taken a leave of absence due to ill health and is convalescing in Florida.

Congratulations to Mr. and Mrs. John Dunar on the arrival of John, Jr., on Feb. 8.

Wrecking Crew Foreman Alex Sawdy, who recently underwent an eye operation, is well on the road to recovery.

Al Waldera has bought a new car, but Harry Gehrke is still of the opinion that his 1917 "Chevy" is a better car.

Felix Marshall entertained some of his co-workers on his 69th birthday. A good time was had by all.

The horseshoe "champs," Frank Pfeiffer, Frank Adams and Ray Steibner, have been practicing diligently and will take on all contenders very shortly.

Joe Kies has a four-legged lawn mower for sale—if anyone is interested in having the lawn cut and a pint or two of goat's milk in the bargain, send in your bids to this department.

We learned recently that Leonard Mulholland is a champion dart ball player and has broken many records lately.

CHICAGO GENERAL OFFICES

Engineering Department

Doug Rieser, Correspondent

Nita O'Klack has been transferred from her steno-clerk position in Mr. Hornung's office to the central typing bureau of the auditor of passenger accounts at Fullerton Avenue.

Ricardo, a seven and a-half pound baby boy, was born to Mr. and Mrs. Sando Monteon at Mason City, Ia., on Valentine's Day. Sando, instrumentman, hopes to move his family to Chicago in the near future.

Wedding bells rang for Harold Griesel, B&B detailer, and Maxine E. Hoskinson at the Country Church of the City in Chicago on Feb. 18. After a two-week honeymoon in Cuba, the newlyweds are living at 5328 West Parker, Chicago.

Auditor of Expenditure's Office

Daniel J. Boyle, Correspondent

Southbound recently were Ruth Ladwig and Felicia Kosiba, who visited Harriet Nagel, formerly of the payroll bureau. Harriet showed the girls New Orleans and the Mardi Gras. Also in New Orleans at the time were Ruth Fetsch and Hortense Germain.

Among those going and coming are Julie Green, who has taken a leave of absence for a trip to Mexico before waiting for a visit from the stork, and Sophie Kustron, who recently returned with a Florida tan and pleasant memories of Key West and the Bahama Islands.

On the sick list the past month were Grace Minor, who underwent an emergency appendectomy, and Theresa Zopf, who was hospitalized with virus pneumonia. Lucille Ball, who suffered injuries in her home; is up and around with her leg in a cast.

Gladys Coover, who recently returned from a visit to her home town, has announced her engagement to Joe Josefson of Minneota, Minn.

Matt Oliver of the B&V audit section has our sympathy in the loss of his brother, who died suddenly on Feb. 24.

Wedding bells rang on Feb. 18 for Rosemary Elwart and Elaine Heatley.

Honor B. L. Swang

THE business-like atmosphere of the North Milwaukee station underwent a lightning change on Jan. 31 as 34 employees gathered at noon to take a potluck snack with Agent B. L. Swang on his last day in railroad service. Within five minutes of the call for lunch, a complete buffet spread was set out and Mr. Swang was hailed from his office to lead the celebration. Knowing that he plans to travel extensively in the future, the group presented him, in remembrance, with the means to buy a piece of luggage of his choice.



Ben L. Swang

Ben Swang entered the service of the Road in February, 1903, as an extra operator and agent on the La Crosse Division. The major part of his service was spent at various points on that division and in the Milwaukee Terminals district, including Duplainville Tower, Nashota, West Allis and Tomah. He went to North Milwaukee as agent in February, 1943. It is a busy point, and he made many friends there, both among employes and representatives of industries in the vicinity.

Within a few days after his retirement, Mr. Swang, with his wife, started a long motor trip. The first stop on the itinerary was San Antonio, Tex., where they have a daughter who is an officer in the WAC training center. From there they will go to California and then swing up the coast to Seattle.

Auditor of Capital Expenditures Office

William J. Soske, Correspondent

Helen Roche and Julia Lucas are now classed as suburbanites. They recently moved to a cute little apartment in Itasca, which will keep them busy cooking, dusting and squeezing oranges every morning. I do not know the address, but it's on Elm Street.

Ruth Lodge, who broke her leg while vacationing in California, is now at home and expects to be back with us shortly.

We have had our desks respaced, giving us a little more room and enabling the roly poly boys to get around much easier. "Dickie Boy" Gross was the engineer of the project.

George Lowrie, formerly a budget examiner, assumed his new duties on Feb. 1 as assistant engineer in the Order 3 bureau. Larry Hogan, assistant engineer, went back to the A. F. E. bureau, while Yours Truly is now back in the valuation bureau.

Alice Barlow, the new equipment record clerk, says she enjoys keeping track of our box cars, gondolas, cabooses, etc.

Office of Auditor of Equipment Accounts

Harry M. Trickett, Correspondent

Jake Lewin died on Feb. 7 after a long illness. He was laid to rest at Ridgewood Cemetery, Des Plaines, Ill. He had been associated with our office for 32 years.

Mr. and Mrs. Richard Hohs (Alice Johnson) are the parents of a girl, born Feb. 10 at Morton Grove, Ill.

Ruth Bruner had a most interesting story to tell of her recent plane trip to Nassau in the Bahamas. The return trip was made at night under a bright moon.

Very appropriately, Mary Sychowski and Betty Madla received engagement rings on St. Valentine Day.

Bowling Honors to C. N. Rank

BOWLING in a church fraternal league, Charles N. Rank, time-table clerk in the advertising department in Chicago, rolled up a 721 score on Feb. 17. It isn't often that a fraternal group marks up a 700 series, but Rank's outfit, the Holy Name League of St. Edward's Church, has done it each year for the last three years. Rank bowled games of 245, 230 and 246. The towering total gave him a place on the Chicago Daily News bowling honor roll.

Rank will be getting his 25-year service button in April. Coincidentally with his employment, he joined the Chicago Passenger Club Bowling League and is still bowling with it. He has been a member of the St. Edward's Church League for 22 years (secretary for 20 years) and is also signed up with the North Side K. of C. League. It's all right, though. Mrs. Rank likes to bowl, too.

Marxens Celebrate 50th Anniversary



Mr. and Mrs. Henry C. Marxen of Bartlett, Ill., pictured at their golden wedding celebration with their sons (left to right) Chester, Henry and Alex.

THE 50th wedding anniversary of Mr. and Mrs. Henry C. Marxen, Bartlett, Ill., was celebrated by their family and some 150 friends with a rousing get-together at Bartlett on Feb. 8. The senior Marxens head a family of Milwaukee Road people well known in the Chicago area. In addition to the elder Marxen, three sons, Alex, Henry and Chester, and a grandson, Harold Menke, are with the Road.

Henry C. Marxen, a robust 74, has

been employed in the locomotive shops at Bensenville, Ill., since 1943. He was a village blacksmith for 50 years before taking that position. Alex V. is assistant general agent in the passenger department in Chicago, Henry R. is chief clerk to the Division storekeeper at Western Avenue, and Chester is employed in the office of the storekeeper at Bensenville. Harold Menke is also in the latter office. The Marxens have four children and 11 grandchildren.

Auditor of Station Accounts and Overcharge Claims

Contributed by Bernard W. Rausch

Charlie Gardner and Catherine Hauptert both made their reappearance recently. Glad to see them back in good health.

Mary Rose Burke, former correspondent, recently resigned to take up the role of housewife. Dorothy Fitzgerald succeeds Mrs. Burke as secretary to Mr. Linden.

Jimmy Lynch became a proud papa on Washington's birthday. It was a boy. The name will be Tommy.

Charlie Brossman recently brought to the office the product of one of his hobbies—a miniature train, very authentically and beautifully made. It seems that a few others are more than mildly interested in model railroading. Ask Willie Wilkinson—he will be glad to give you all the details.

Adolph Frandsen, our former co-worker, is enjoying the winter in Florida. He says the fishing is wonderful.

Since Jim Rezab's visit to the office last November, he has been feeling well, though on account of the severe winter in Minnesota he has been confined to his home for the most part.

Office of Auditor of Passenger Accounts

Bill Tidd, Correspondent

Our first television casualty was Ray Hackel. It seems his son was showing him some wrestling holds and broke several of Ray's ribs.

Alma Aeser and Ruth Dwojakowski are back on the job after furloughs due to ill health. Nellie Shea and Clem Barber are on leave of absence because of illness. Marie Laurent underwent an operation recently but

is convalescing nicely. Ed Rumps, our key man, is pinch hitting for Marie.

Bob Rinaldi saw the Mardi Gras in New Orleans, then stopped off at Biloxi and continued on to Miami Beach.

Terry LeVitus is back after an extended leave during which she became the mother of a boy.

Tom Puttrich and three companions drove to Florida for a two-week vacation.

The Germaines and Rogus' are the owners of 1950 automobiles.

Adeline Palus has a new addition to her family, a beagle hound named Penny.

Elmear Martell is making plans for a trip to Rome.

Loretta Maday, of the central typing bureau, was married to Leroy Peters on Feb. 5 at St. Sylvester's Roman Catholic Church. A reception was held at the Graemere Hotel. The couple flew to Cuba for their honeymoon, returning by way of New Orleans.

Freight Auditor's Office

J. A. Strohmeyer, Correspondent

William Callahan, who worked here some years ago in the interline bureau, writes he is doing well as secretary to a dental society in San Francisco, Cal.

Einar Peurell, government rate clerk, is back at his desk after a three-month visit to his father's home in Stockholm, Sweden.

Robert Franks, retired, whom we itemed recently on his 90th birthday, suffered a stroke recently and is said to be in serious condition.

Sayde Domek, who gives us news items of the accounting machine room, is nursing a fractured arm suffered on Washington's birthday.

Office friends helped Mrs. Bingham, W.B. filing bureau, celebrate her birthday on Feb. 24, and presented her with numerous gifts.

New girls employed in W.B. filing bureau: Cindy Finn, Nancy Balloglini, Shirley Kockler, Dolores Herwig; also, Robert Pohl. Corrine Black has been transferred from chief disbursements office to this bureau.

We were saddened by the sudden death of Harriet Schroeder, L.&I.B. bureau, where she had been employed since Oct. 25, 1943. Her death occurred on Feb. 2. Her mother had died two weeks previous and Harriet contracted a severe cold at that time.

Freight Claim Department

Palmer G. Lykken, Correspondent

Angie Goodcase was hospitalized Feb. 24. Ruth Ballin is at home convalescing from an appendectomy, and Aileen Hermes is resting at home. Understand they are all doing well.

P. L. Reimers, one of our pensioners, is ill. I am sure he would like to hear from his friends at this time.

J. A. Eberhardt, retired, died on Jan. 19.

Gertrude Clavey says a great big "thank you" to the four blood donors, Robert Hall, Helen Bunton, Jim Ebeling and Delores Pamper, also to her Milwaukee Road friends at Fullerton Avenue and the Union Station, for the lovely cards and letters received during her illness.

Howard and Marion Balow were blessed with a son on Feb. 15. Brian Raymond is coming along fine.

Betty Gemmer gave birth to an eight pound, seven ounce baby girl on Feb. 26. LaVerne Harris received a ten-pound boy on Feb. 27. Both of the mothers are former employes.

Fred Brodhagen has been among the top five in the Milwaukee Men's Bowling League. He has also held third highest individual series since November.

Although we rather expected it, the wedding of Marge and Elmer George on Feb. 25 nevertheless came as a pleasant surprise.



Mr. and Mrs. Anthony Caggio leaving Holy Assumption Church, West Allis, Wis., after their marriage on Feb. 11. The bride was Marjorie Cary, daughter of William Cary, chief yard clerk for the Milwaukee Terminals.

COAST DIVISION

Harry W. Anderson, Division Editor

Francis Kirkland, assistant time revisor, seems to have more than his share of tough luck lately. He had no sooner been back to work, following a recent illness, when he cracked his knee bone while going home on a bus. At the present time he has been in bed three weeks with his leg in a cast.

Esther Delaney has bid in the job of stenographer in the trainmaster's office, made vacant by the resignation of George Crisman, who has accepted an accounting job with a local contractor.

Carl Heenan, engineer who was let out

in a recent force reduction, is working for the city of Tacoma.

C. R. Gordon, agent at Sequim, suffered a heart seizure on Jan. 13 and is out of service until his condition will enable him to return to work. His wife passed away on Feb. 23 following an illness of about two years.

Chauncey Wintermute, electrician in car department, suffered a heart seizure recently. Latest report is that he is getting along good.

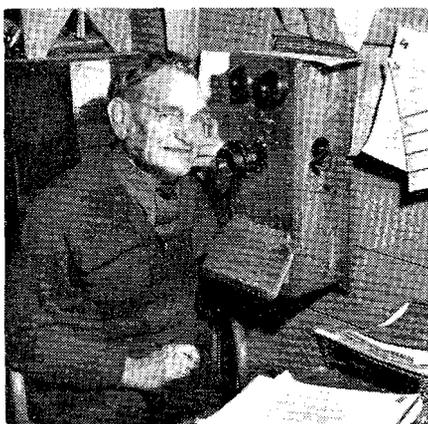
Joe Maks, chief carpenter, leaves for his vacation March 1. He is taking an additional two weeks, but where he is going he does not know, as he says that comes under the department which his wife and daughter are heads of. He will be back in time to start the annual spring bridge inspection.

Bill McFadden is working as relief B&B foreman on the crew formerly under Fred Johnson, who was injured a few months ago. We have heard that Johnson is getting along fine, and it will not be long before he can again assume his duties.

Sam Feichter and Sam Clark, carpenters in the B&B department for many years, have retired.

Jim Crawford, water service foreman, is wearing a smile of expectancy these days. Understand the new truck is on the way.

50-Year Coast Veteran Retires



Sam A. Whyatt. (Everett Daily Herald photo.)

SAM A. WHYATT, roundhouse foreman at Everett, Wash., finished his last shift of railroading on the evening of Jan. 31. His retirement closed the book on 50 years of service, 42 of which were chalked up on The Milwaukee Road.

As an old timer in his territory, Sam's retirement was the subject of some comment and shutter snapping

by the local papers. "Whyatt carries his years (he recently turned 70) about as lightly as any man can," it reported. "His half century of railroading has left him just a trifle stooped, but with the compensation of a keen sense of humor."

Sam started when he was 16, at Livingston, Mont., as a repair machinist. Looking back to that time he recalls that he worked a 10-hour shift and that the pay was 10 cents an hour. The second year he got a raise of 2½ cents an hour and four years later a substantial increase. Subsequently he shifted to work outside the industry, but once he entered the employ of The Milwaukee Road, he decided to make railroading a permanent vocation. He moved to Everett as foreman in 1931, supervising repair crews, and was on that position without a break until his retirement.

Looking to the future, Sam concedes that the vacation ahead of him looks attractive and that for the first year he intends to "just loaf." After 50 years on the job he will welcome the opportunity to spend more time with his wife and three daughters.

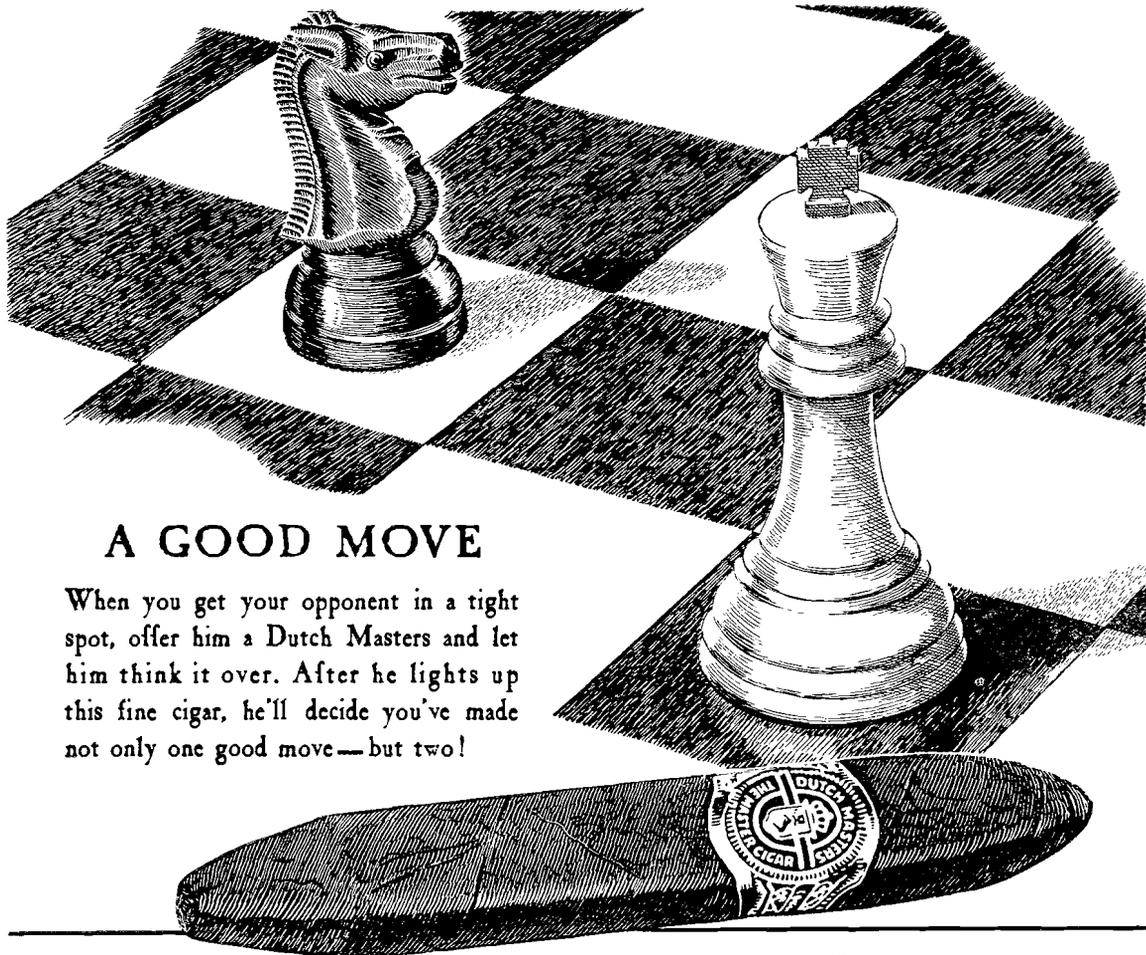
The Small Town Agent

YOU won't find his name on a letterhead, but I wonder if there is anyone who does more to promote the interests of the railroads than the small town agent.

The agent at every small station is an important person. His actions go a long way toward molding the public's opinion of the company he represents. He has a nodding acquaintance with most of the people in his town—the telephone operator, the grocer, the butcher, the people at the lumber yard, the feed mill, stores and merchandising houses. He knows the mayor, the tax assessors, the law enforcing officers, the members of the school board, the civic clubs and religious groups. He becomes a property owner and taxpayer and helps with the administration of the civil government. But most of all he is concerned with giving his community the best railroad service possible.

I firmly believe that the agent in a small town, whether he works alone or has clerks to assist him, is the most important individual connected with the industry and, in most cases, can do more for his railroad than agents at large stations. His worries and problems are numerous. He must do many things at once, or so it seems to him—sell tickets, check baggage, unload freight, copy train orders—and all without faltering in his courtesy toward the public. I wonder what our railroads would do without him.

—R. A. Grummel,
Agent, Tacoma, Wash.



A GOOD MOVE

When you get your opponent in a tight spot, offer him a Dutch Masters and let him think it over. After he lights up this fine cigar, he'll decide you've made not only one good move—but two!

DUTCH MASTERS CIGARS

Seattle Local Freight Office and Marine Dept.

F. W. Rasmussen, Correspondent

Sidney R. Howes, assistant engineer of the Milwaukee Road oil farm, was married on Jan. 6 to Patricia McHarness, daughter of Mr. and Mrs. Earl McHarness of Seattle, formerly of Spokane. Sidney is a grandson of Albert S. Howes, chief engineer of the oil docks in Seattle. The young couple will live in Seattle.

Paul Wellborn, joint interchange clerk, left on Feb. 20 for a visit with Arthur Magill, former yardmaster, in San Diego, Calif. Paul recently heard from Bert Hunter, switchman, now retired and living at 707 Rawson Avenue, Sanger, Calif. Bert and wife will be glad to see any of their old friends who get down that way.

Bernice Wirth, former clerk in local freight office and mother-in-law of Rate Clerk Lou Wirth, saw the Mardi Gras on her vacation. From New Orleans she planned to go on in March to Chicago to meet Lou and her husband, and thence to Green Bay, Wis., where Lou has resort interests on Sturgeon Bay.

A seven-pound girl was born to Mrs. Mary (Gallister) Coulston, former clerk in the local freight office, in Honolulu on Feb. 14. Mary's husband is in the Navy.

Gertrude Deeny, clerk in local freight, left on Feb. 23 for San Diego to regain her

health in the California sunshine. She had been ill for most of the winter.

Mrs. C. E. Scheytt, wife of work equipment engineer, was confined to Providence Hospital for some time but is reported as much better and now at home.

On account of reduction in force, Lavina McHugh has displaced Emil Nielson in the expense bill room.

Betty Rasmussen, steno in the OS&D department for the past five years, has moved to Tacoma on account of her husband's transfer to Fort Lewis. She will do the relief work in Tacoma this summer. Her position in Seattle has been taken by Verlie Erickson.

W. H. Rode, who was on the sick list for some weeks, has returned to his position on the demurrage-car desk, displacing Blanche Leech who goes to the OS&D department.

Janitor Frank Herts, who is on the sick list, is visiting in his old home in Chicago. His place is being filled by his wife, Betty.

Charlie McKean, who is on sick leave, is improving. He is not pleased that the severe winter in Seattle undermined the new stone wall at his home. Charlie built it himself, stone by stone.

George K. Friend, sub-station operator from Morel, Mont., is confined to Providence Hospital in Seattle but is reported to be getting along well. James Deldine, of Deer Lodge, was also confined to the hospital, but we understand that he is O. K. again and has returned home.

Seattle Yard

F. J. Kratschmer, Correspondent

Carman Steve Cage brought his wife home from the hospital on Jan. 19 and then took his vacation. His wife is convalescing nicely.

Harry Jones, of the car department, has been traveling around in a new Plymouth for the past four months.

We understand that General Yardmaster Harry O. Bangs is quite a handyman with the trowel. He has been spending his days off each week helping his son Don build a concrete block chimney in his new home.

Hugh Cavanaugh, retired locomotive engineer, has sold his home in Seattle and moved to Oregon where he has a cattle ranch in the Hood River country.

Andy Fischer, night car inspector, stole away a short time ago and journeyed over to Deer Lodge, Mont. When he returned he brought with him a wife.

Friday, Jan. 13, will long be remembered by the citizens of Seattle and other cities in this vicinity, for it saw the entire Pacific Northwest visited by the most terrific storm in its history. Heavy snow and below freezing temperature with gales exceeding 70 miles per hour caused drifts throughout the city which paralyzed traffic in many sections. For six days snow fell intermittently, then came rain and thaw. Requisitions started pouring in from the car department for salt to melt the ice and for row boats and skiffs

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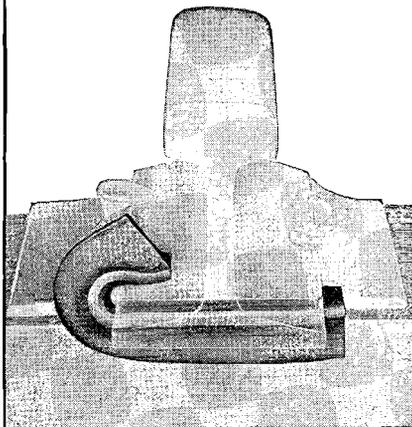
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- Lock at opposite end.
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NEW YORK

to ride the waters left by the deluge, as the repair tracks were flooded. Rubber boots were a must. But we all took it with a smile, for such is life in Seattle terminal when we get a snow storm we are unaccustomed to.

IOWA DIVISION

Council Bluffs Terminal

Agnes Kinder, Correspondent

Engineer and Mrs. Fred Sprague left Feb. 19 for a two-week vacation in Portland and Seattle. They will visit their son and his family.

Mrs. Earl Cook, wife of retired checker, is at this writing in the hospital. Mr. Cook is also on the sick list and is recuperating at home.

Walter Scott, retired electrician, who has been ill, has improved somewhat the past couple of months. His trouble is asthma.

Machinist Helper Voorhis Goodwin and Switchman Val Hilburn have been off for several months due to illness.

Middle, West and Des Moines

Viola Ranes, Correspondent

Ernie Thomas passed away on Feb. 18. Ernie started railroading as a brakeman, but due to injury, had a leg amputated. He then became a caller at the roundhouse, which position he held for many years. He had many friends among railroad employes.

William B. Howe, retired engineer, passed away in February. William Stockton, retired conductor, passed away in February also.

Freighthouse Foreman A. V. Airhart and wife have a new grandson. The baby was born recently to Mr. and Mrs. Arnold Culp.

Earl Bills of the freight platform has another new member in his family—his son Richard was married recently to Miss Betty Brown.

Friends of Mr. and Mrs. Frank Keith of Long Beach, Calif. (formerly of Perry), will regret to hear that Mrs. Keith has been very seriously ill in a Long Beach hospital. Mr. and Mrs. Earl Townly who have been spend-

ing the winter in California assisted in her care before she entered the hospital.

The February meeting of the Milwaukee Service Club was well attended with 55 members and guests enjoying an oyster feed prepared and served by Roadmaster Loftus and wife and Car Foreman Salzer and wife. Many retired employes attended.

L. G. Honomichl, retired conductor, and wife, have a new grandson, born to Mr. and Mrs. Gene Vanderleest at Englewood, Colo.

Mrs. Fred Vodenik, wife of conductor Vodenik, had the misfortune to fall and break her leg recently.

Thirty Perry women attended the first week-end of the Iowa State bowling tournament at Sioux City on Feb. 25-26. Railroad women participating in the tournament included Mrs. Everett Buckley, Mrs. Ivan Wightman, Miss Rita Hunter, Mrs. Viola Ranes, Mrs. John Wright, Miss Wilda Johnson, Mrs. E. Marquart and Mrs. William Whiton.

East End

Benjamin P. Dvorak, Correspondent

W. E. Failor, time revisor, and wife attended a performance of the University of Dubuque production, "My Love Sought Beauty", at the Campus Lane Theater in Dubuque on Feb. 10. Their son Edward, who is a senior at the university, played a leading role.

Harold Fulton, son of Brakeman B. H. Fulton, has enlisted in the Air Corps and will be stationed at the Lockland, Tex., air base. The Fultons recently moved from Marion to Oxford Junction.

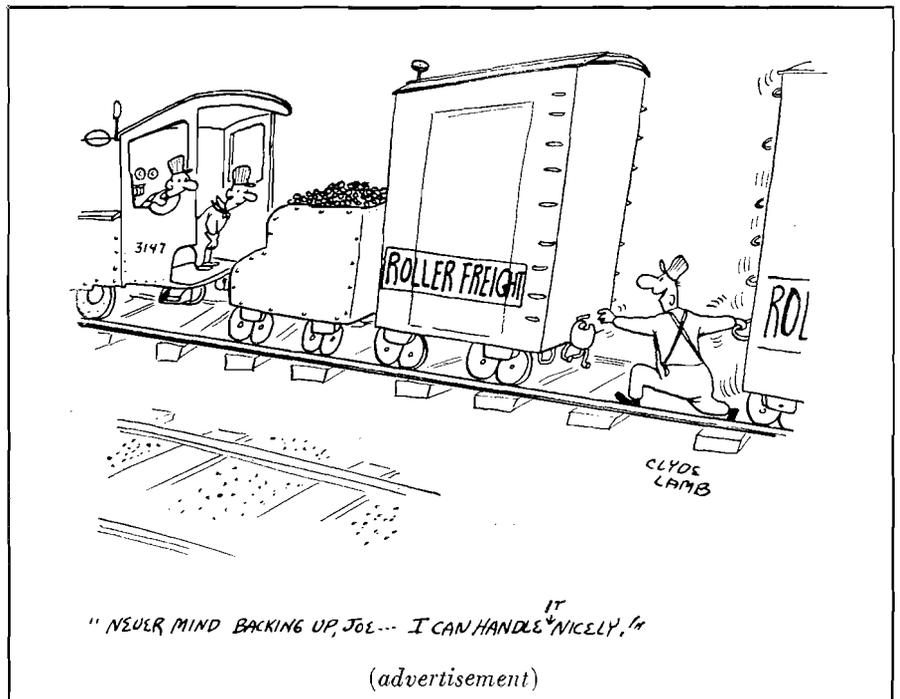
Section Laborer E. A. Fridley, Strawberry Point, has been granted a 60-day leave of absence because of illness.

A. B. Cate, retired conductor of Perry, is seriously ill at his home.

Mrs. Fred M. Blakeslee, who was seriously ill at her home in Marion, is recovering. She recently underwent surgery at a Cedar Rapids hospital.

M. M. Bartlett, maintenance of way employe at Marion, spent the month of February at Excelsior Springs, Mo., on account of his health.

John L. Roberts, retired passenger conductor, died at his home in Marion on Feb. 14



(advertisement)



This pint-sized stock car and its ponderous cargo were auctioned by the Service Club at Ottumwa, Ia., in connection with the March of Dimes benefit held there on Jan. 30. The car was constructed by employes. Terry Lee Tuttrup, son of Car Inspector K. I. Tuttrup, is the diminutive freight handler.

at the age of 82. He entered the employ of the Road as a brakeman on Nov. 29, 1887, was promoted to conductor on May 24, 1890, and was made passenger conductor on Oct. 2, 1909. He had been retired since June, 1937. He is survived by his widow and several children.

A. P. Atkinson was appointed on Jan. 24 to the position of relief clerk at Marion and Cedar Rapids, vice C. T. Nolan who resigned to accept a position in the traffic department of the Penick and Ford Company in Cedar Rapids.

C. V. Eby took over the duties of the expense and car record clerk at Cedar Rapids on Feb. 16.

Virgil Freeman has been assigned to the position of clerk at Redfield, vice W. R. Truax who has left the Road.

Sympathy is extended to Katherine M. Gohmann whose mother passed away late in February at Cedar Rapids.

Vernon F. Schleisman relieved Operator E. F. Clausen at Cedar Rapids on Clausen's accumulated rest week.

SEATTLE GENERAL OFFICES

Margaret Hickey, Correspondent

George W. Knowles, formerly employed in the joint facility office in Chicago, has transferred to Seattle as joint facility examiner. He and Mrs. Knowles are in the process of moving into their newly acquired home on the north end.

V. R. McFadden, former joint facility ex-

aminer, has been appointed chief clerk in the auditor's office.

Recent changes in the assistant chief engineer's office include A. W. Nelson, transferred to division engineer's office at Spokane; Charles Tusler, transferred to division engineer's office at Tacoma; and J. B. Hessemer, transferred to chief engineer's office in Chicago. H. E. Rathvon has accepted a position in the Seattle city engineer's office.

Valerie LaFortune, steno-clerk in the city ticket office, who has been on the sick list for several weeks, is now recuperating at home.

W. Roy Stearns, secretary in office of western traffic manager, has resigned that position to work in Kansas City, Mo.

Patricia May is the new arrival at the Gene Hallen home, making her appearance on Feb. 1. Gene is rate clerk in general freight agent's office.

Walt Hay, payroll clerk in traffic department, has been confined in the hospital at Bremerton with a sprained ankle and leg injury suffered in a basketball game with the Marine Reserves.

A. G. Pollath, estimating engineer in the office of assistant superintendent of telegraph and signals, has transferred to Mason City, Ia., because of the abolishment of his position.

L. W. Smith, former assistant superintendent of telegraph and signals, is enjoying a vacation in Mexico City.

Ed Cartwright, the general agent's office, reports his home in Renton was broken into the night of Feb. 6 during the absence of the family. Nothing of consequence was missing, but Mrs. Cartwright was irked by the loss from her refrigerator of two steaks which the intruders gave to the dog to keep him occupied while they ransacked the house.

E. P. Sima, assistant superintendent of work equipment, was appointed by the Seattle Rose Society to serve with two other rosarians in a pruning demonstration at the Seattle Chamber of Commerce on Feb. 21. The effects of the severe Northwest winter caused the freezing back of most rose bushes down to the snow line.

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MADISON DIVISION

W. W. Blethen, Correspondent

Pump Repairer Henry Carter (Hank to us) retired on March 1. He had completed 45 years of service as B&B carpenter, B&B foreman and pump repairer, with not one reportable or lost time injury during the entire period.

Ethel and Harold Cushman, of Madison, are wintering in the vicinity of Key West, Fla.

Ticket Clerk Fred Schielke, Telegraph Operator Rollie Frank, and Engineers William Winn and Frank Hazen were recent hospital patients. Fred and Rollie are now back to work, and Winn and Hazen are recuperating at home.

A letter received from John O'Connor, retired signal maintainer, who is at Beaumont, Texas. He is leaving soon for Tucson, Ariz., where he will remain until spring, thence to San Francisco to visit his daughter.

Mrs. A. H. Wright, wife of agent at Monticello, fell recently and suffered a broken hip.

Mabel McNurlen, retired agent of Gotham, has gone to St. Petersburg, Fla., for the winter.

Mrs. Thomas George, widow of retired engineer, passed away at a Madison hospital on Feb. 19 at the age of 86.

Thomas L. Pagel, retired agent, died at St. Petersburg, Fla., on Feb. 13. He was 80 years of age. He started his railroad service in 1900 as telegraph operator at Darlington, Wis. He was employed as telegrapher and assistant agent at Mineral Point from De-

ember, 1907, until August, 1919, when he was appointed agent at that station. He retained that position until his retirement in 1937.

Henry J. Millard, formerly employed as ticket clerk at Madison, now located in Milwaukee, was married to Miss Rosella T. Biegler, daughter of Mr. and Mrs. B. J. Biegler of Aberdeen, S. D., on Dec. 29 at the Shullsburg Methodist Episcopal Church in Shullsburg, Wis.

Relief Train Dispatcher Gene Bowar has a brand new Mercury.

Machinist John Willison and Mrs. Willison, Madison, are spending a six-week vacation in Miami, Fla.

Switchman Chauncey Corcoran is confined to his home as the result of a severe fall.

Frederic W. Liegois, rate clerk in the freight department at Madison, has taken a position in the traffic department of the Oscar Mayer packing plant at Madison. The position he vacated is being filled by George Dahnke. George's position as interchange clerk on the east side is being filled by John Aasen.

I & S M DIVISION

H. J. Swank, Division Editor

The friends of R. A. "Buck" Bloomfield were shocked to learn of his sudden death at Miller Hospital, St. Paul, following an operation on Feb. 4. "Buck" had worked for the Road since 1902, and for a number of years past was local chairman of the ORC. He was a faithful worker and well liked by his fellow employes.

Among the February vacationists were O. C. Peed and wife who spent two weeks in Florida, and Agent Ed Full and wife who spent a week in New Orleans.

Time Reviser Rose Krulish slipped on an icy sidewalk on Feb. 3 and sustained a broken wrist. She expects to be back on the job soon. During her absence, Yours Truly is pinch hitting on the timekeeping desk. Mrs. O. E. Brunelle is relieving in the office as file clerk.

Mr. and Mrs. S. O. Jones (agent at Bixby and relief dispatcher at Austin) became the parents of a boy on Feb. 16. Mr. and Mrs. Harry Jarret, Austin roundhouse, also welcomed a boy on Feb. 16. He has been named Kevin Duane. Mr. and Mrs. Paul Christensen, Jr., Austin store department, also had a boy. "Grandpa" Paul Christensen, Sr., is a passenger brakeman on I&SM first district.

Nels Olson, crossing flagman at Oak Street, Austin, underwent an operation recently. He expects to be back at work about Apr. 1.

Conductor W. R. "Bill" Smith weathered a double header operation recently and is now a caller at the coffee shop every afternoon.

Sympathy is extended to M. J. Kingsboro,

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Mr. and Mrs. Elmer E. Loofboro, Edgerton, Wis., who recently observed their 64th wedding anniversary. Loofboro is a retired veteran of 48 years of Milwaukee Road service.

agent at Plymouth, Ia., whose son passed away on Feb. 25.

We also extend sympathy to the family of Arthur E. Moe, clerk at Lakefield, Minn., who passed away on Feb. 23.

Mrs. R. F. "Dick" Hogan, wife of car agent at Austin, is convalescing at home following surgery at St. Olaf Hospital in Austin.

MILWAUKEE DIVISION

First District and Superintendent's Office

J. E. Boeshaar, Correspondent

The monthly meeting of the Agents' Association was held at Libertyville on Feb. 18. Traveling Auditor Herrick was the principal speaker at the dinner.

Several informal meetings were held on the Milwaukee Division starting Feb. 27. About 45 attended the first meeting in Milwaukee on the 27th and saw a movie on the Hiawatha trains. Messrs. Wallace and Dietze spoke about traffic solicitation and Mr. Hotchkiss conducted an informal discussion.

Milwaukee's new jaywalking ordinance was tested by Mrs. Lois Phillips of the roadmaster's office. An officer, a persistent cuss, chased her up the escalator of a local department store to give her a warning ticket.

Third District

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

O. E. "Earl" Hoyt, third trick operator at Slinger, retired on Jan. 1, terminating more than 45 years of railroad service. He learned telegraphy in 1900 while stationed with the U. S. Army in the Philippines and further expanded his training during several months spent under the supervision of his uncle, Tracy D. Hoyt, then agent at Minnesota Junction. His first position as operator was on the Superior Division in 1901. Returning to the old Northern Division, he worked various positions, including 28 years as operator at Iron Ridge. In 1919 he was elected local chairman of the ORT and retained that position until his retirement. His friendly "73" will be missed.

Henry Benzing, retired equipment maintainer, is spending several months in California.

Sympathy is extended to Max Schessow, Fond du Lac line fireman, in the loss of his brother Frank, a one time track department laborer at Horicon.

C. B. Brunner, agent at Waupun, has been elected local chairman of the ORT, filling the unexpired term of O. E. Hoyt, retired.

Howard Shepard, former Old Line express messenger, is visiting in Key West, Fla. He is now located on the Wisconsin Valley Division.

We understand that Arthur P. Beecher, retired engineer of Beaver Dam, is remodeling a cottage on Taylor Lake near King, Wis.

O. E. Hoyt, retired operator, and Mrs. Hoyt are visiting in Phoenix and other points in Arizona.

LACROSSE & RIVER DIVISION

First District

K. D. Smith, Correspondent

David Rock, 83, retired engineer, passed away at Portage on Feb. 23 after a long illness. Starting with the Road as a fireman on Sept. 28, 1887, he was promoted to engineer on Aug. 29, 1892. He retired in 1939. Burial was at Portage. Surviving are his daughter, Mrs. W. J. Eulberg of Portage, and a brother, Martin, of Milwaukee.

Conductor G. W. "Spot" Clemmons is on the sick list but is reported to be convalescing nicely. M. Van Wormer is on his run temporarily.

John Haglund, one of Russ Harrington's air conditioning men, was in the recent Chipewa derailment. He is convalescing in the hospital at Port Washington, Wis.

Due to the coal shortage, the old gas-motor car has appeared on our Madison-Portage branch. Hope we can soon give it back to the Indians, or to whoever resurrected it!

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WE SPECIALIZE
IN
STOKER PREPARATIONS

Have you noticed Yardmaster Glen Phillips looking mighty proud? Brand new son at his home, yes, sir—Glen Thomas Phillips, who arrived on Feb. 23.

Johnny Baker, phone director, retired in January and from all reports is enjoying sleeping late in the morning. Director Charlie Neumann took over Baker's trick and Joe Camp is now second trick director. George Rauchnecker is holding up the third trick.

Is my face red? I'll say it is, with Conductor M. K. Lynn's daughter being married late in '49. On account of being ill, I couldn't find the information about this beautiful wedding.

Thanks to all the nice folks who called, sent cards and stopped to see me while I was ill in December. It's surely nice to know you are thought of—helps to get a person well.

Union Street

Florence LaMonica, Correspondent

Al Fredericks, checker, critically ill since last June, passed away on Feb. 8. Those of us who knew Al miss him very much. Sympathy is extended to his widow and children.

Bowling item: Leon Christianson, Galewood, doesn't like to be neglected. He tied "Stinky's" score of 77 in one game and Harry's score of 87 in the second game. Let's now get some high competition.

Otto Stainer and I are still looking for apartments. Please don't forget us.

Johnny Johnson, assistant foreman in House 3, lost his wife in February after a prolonged illness.

Harry Horbel, employed in House 8, died on Jan. 13.

Galewood

Norma Gunderson, Correspondent

John Baker, train director at Galewood, retired Feb. 1 after 47 years with the Road. He was presented with a watch by his fellow employees.

Dick Graham and wife announce the arrival of James Richard, born Feb. 3.

Florence Follette, cashier's clerk, is home on a leave, due to illness.

Madge Haworth returned to work Feb. 16 after being confined to her home for some time.

Mae Graney received a letter recently from Ellen Woods, Tucson, Ariz. Ellen will visit us as soon as she is able to make the trip. A letter was also received from "Pop" Karr, retired, Glenwood Springs, Colo., who is recuperating after an operation. He expects to pay us a visit in March.

Mary Heslick, night telephone operator, is on a trip to Tucson, Ariz., at this time.

Eda Lehman, trainmaster's steno, is off

until further notice on account of illness while vacationing in California.

The mother of Check Clerk Paul Graczyk passed away Feb. 17.

Henry (Hubie) Hoffman is now recuperating after an operation at the Illinois Masonic Hospital on Feb. 25.

With the recent retirement of John Baker, a dispatcher at the Galewood freight house, it became known that his family has served the Road for a total of some 200 years. When John was hired 47 years ago he joined his father, seven brothers and three uncles as an employe. Now just one brother, Emmet, remains in service. "My family just about ran the railroad at one time," Baker chuckled as he retired.

TWIN CITY TERMINALS

St. Paul Freight Station

Allen C. Rothmund, Correspondent

Ed Peltier, yard conductor, passed away on Feb. 14 while shoveling snow at his home.

Conductor Chamberlain passed away on Feb. 15. He was on the retired list and had been ill for some time.

Paul Riegel, conductor on the Duluth line, and family are enjoying the Florida sunshine. Gladys Murphy of this office is also basking in the sunshine way down in Miami.

Looking back to 1907 when I entered the service at this station I find that there are now only two others here of the original force of that date. Later on when I was chief bill clerk I had a large number of able assistants. Most of them remained in the service and proved their ability. Among them were Art Peterson, now coal agent at Minneapolis, George Quinlan, assistant general agent in Chicago, and Denny Sullivan, traveling freight and passenger agent with headquarters at Spokane. Now that our railroad is in its second century and after reading the fine literature published about our past history, it gets one to thinking of the past in a personal way.

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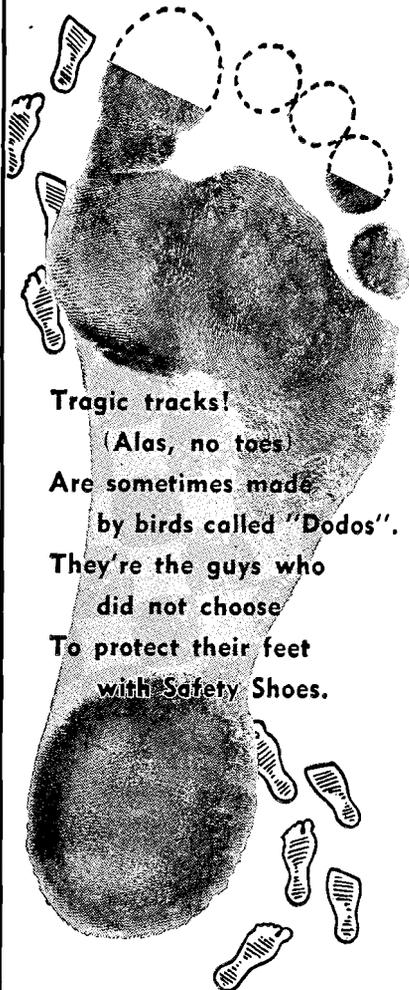
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South Minneapolis Car Dept. and Coach Yard

Oriole M. Smythe, Correspondent

General Car Foreman and Mrs. J. J. Drinka are rejoicing over the arrival of a baby girl on Feb. 20.

Laborette Helen Wendlandt was married to Warren E. Velenchenko at Bethany Lutheran Chapel in Minneapolis on Feb. 23.

Car Inspector Floyd E. Manser is convalescing at home following an operation at Northwestern Hospital on Feb. 2.

Carman Helper Gunder Satren reports that his wife is seriously ill at home following her release from the hospital on Feb. 15.

John Hemsey, general car foreman at Minneapolis Shops who retired in September, 1939, passed away at Minneapolis on Feb. 5.

Carman Helper John Sharp retired on Feb. 6 following 25 years of service with the Road.

George Ward, store department clerk, is recuperating at Brownsville, Tex.

The following locomotive department employes retired in February: Hugh H. Morris, boilermaker, 31 years service; Arthur S. Larson, pipe fitter, 37 years service; Robert A. Wachholz, sheet metal worker, 27 years service; A. G. Sanford, blacksmith, 35 years service; Alfred M. Hanson, machinist, 37 years service; Chris J. Frandsen, machinist, 37 years service; Fred C. Loeffert, machinist, 41 years service; Alfred R. Atkinson, machinist helper, 28 years service; and Fredrick Pederson, machinist helper, 29 years service.

Lieutenant of Police George Beguhl suffered a heart seizure on Feb. 13 but is recovering nicely at home.

Minneapolis Local Freight and Traffic Department

Leda M. Mars, Correspondent

George Van Dyke, retired superintendent of the Twin City Terminals, passed away in San Diego, Calif., last Dec. 31.

George Pasko, who retired from the engineering department in 1941, passed away on Jan. 30. Burial was in Mendota, Minn.

Claus Lind, retired roadmaster, died on Feb. 2 at St. Andrew's Hospital. Burial was in Hillside Cemetery.

C. R. Latterall, who worked in the telegraph office, died on Feb. 6 at the age of 63.

A. G. Bantly recently returned from a trip to Panama, where he had been since Christmas. One of the high spots of his trip was a swim in the Pacific Ocean one day and a swim in the Atlantic the next, thanks to the Panama Canal.

A little boy, Glen Harries, arrived at the home of Glen Altland on Jan. 25. A nice birthday gift for the mother, as he arrived on her anniversary.

I & D DIVISION

Karen B. Rugee, Division Editor

Mrs. Martin Isaacson, wife of deceased section foreman, has returned to her home at Ethan, S. D., after visiting with her son, Train Dispatcher E. M. Isaacson, and daughter, Mrs. Alex Meurs, at Mason City. Although 87 years old, Mrs. Isaacson still travels alone on the Milwaukee.

Agent W. F. Millard of Garner has been released from the hospital and is convalescing at his home.

Margaret Burnett, trainmaster's clerk, is convalescing at home following an operation.

H. W. Bean, extra train dispatcher, is looking for a house to rent in Mason City. Leads will be appreciated.

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Olaf Olson, carman at Mason City, retired on Dec. 31. Mr. Olson was born in Sweden in 1884 and came to Mason City from Sweden on May 3, 1908, starting to work for The Milwaukee Road as a section laborer on May 12 of that year. He subsequently transferred to the B&B department and later to the car department, where he had been employed since March, 1913. He and Mrs. Olson will continue to live in Mason City. "Olie" says he will keep busy gardening and doing jobs around the house.



Olaf Olson

Kenneth R. Clark is the latest addition to the I&D agents and operators seniority list, making a date of Feb. 20 on second trick at Britt, Ia.

M. T. Vanderlan, section foreman at Whittemore, is to be commended for his alertness in noting a hot box on Train 63 on Jan. 27 and flagging the train. His action possibly averted a serious accident.

Bob Coleman, passenger agent at Sheldon, and his mother wish to thank the people of the I&D Division for the kindness shown them at the time of the death of Bob's father on Feb. 10. Mr. Coleman was former agent at Letcher, S. D.

A son, Michael Timony, was born Feb. 17 to Mr. and Mrs. R. J. Coleman, Sheldon, Ia.

If agents and operators who have any news items will give them to Train Dispatcher Isaacson, he will see that they are transmitted to your correspondent for the Magazine. We like to get news from our stations along the line. If it's of interest to you, it is usually of interest to your associates.

Your correspondent needs a proof reader. The first item in the February issue of the Magazine should have stated that Carol Ann Wagner was born at 6:23 A.M. on Jan. 1. The population of Mason City would soon decrease if 23 days went by without a baby being born.

Sioux Falls Line

V. L. West, Correspondent

Car Department Electrician Helper S. A. Nelson was married to Audrey Powell of Garretson, S. D., on Feb. 5.

On a recent fishing expedition which included such well known sportsmen as Check Clerks E. J. Erichson, Lloyd A. Scott and Storekeeper Elmer J. Bahr, it was reported that Mr. Bahr had to grab a nine and a half pound Northern with his bare hand. He has a scar to prove it.

Nancy Mae was born, Feb. 6, to Carman and Mrs. C. E. Deeds, which makes Carman Johnny Bird a grandfather.

New officers of the Milwaukee Employes Credit Union are N. J. Kelley, president; J. D. Wohlenberg, vice president; J. G. Kasak, treasurer; F. G. Myers, secretary; and Ed Hoelworth, committee chairman.

Relief Telegraph Operator "Red" Jenkins has a new house trailer. It is rumored that he is contemplating matrimony.

Charles Morris, locomotive engineer in the Sioux Falls yard for many years, has applied for retirement.

There is only one thing for man to do who is married to a woman who enjoys spending money, and that is to enjoy earning it.

Second District

Fay Ness, Correspondent

Conductor Earl Murphey is a grandpa again, a son having been born to his daughter, Mrs. Steve Carter, at Sioux City on Feb. 7.

Fireman Arnold V. Bakken of the Platte Line way freight, was killed in a highway accident six miles north of Elk Point on Feb. 5. He was alone in his car and apparently was killed outright, as the automobile missed the curve and rolled over several times before coming to rest out in a field. Funeral services were conducted at Detroit Lakes, Minn.

Al Osthoff, chief clerk to Assistant Superintendent Shea at Sioux City, is in Lutheran Hospital with pneumonia. However, he is showing improvement at the present time.

James T. Boaz, retired telegraph operator, died recently in California. Burial was in Sioux City.

Arthur Moore, ex-conductor on the old SC&D Division, died recently in Alaska. His body was shipped back to Sioux City for burial.

Trainman H. H. Hammond was married on Jan. 23 to Marie Shumaker, a daughter of Engineer Dick Hughes.

Sanborn-Rapid City

Albert J. Gall, Correspondent

E. H. Platt, chief dispatcher at Mitchell, is back in the hospital with a heart condition.

Dispatcher E. D. Mayer of Mitchell is the father of another baby girl. He was hoping just a little for a boy.

Agent L. B. Long, Marion, is vacationing in Texas.

Perry Paullin, machinist at Mitchell, is back on the job after several months' illness.

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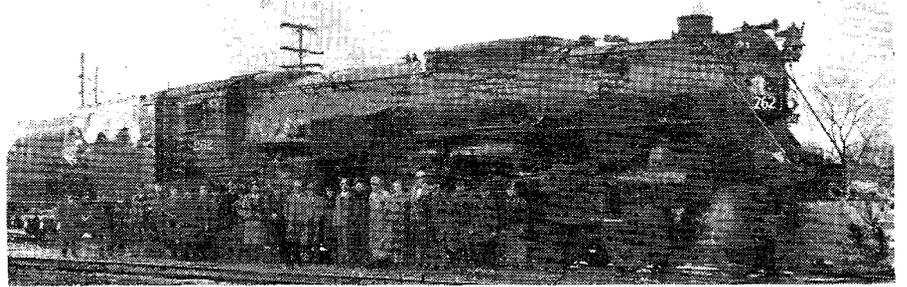
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The force at Montevideo, Minn., turned out to inspect this giant S-3, newly converted from coal to oil, as it stopped on its way to the Idaho Division where it will be used in passenger service between Avery and Othello. It is the first of three S-3s in service on the Idaho Division which are being converted into oil burners.

H & D DIVISION

West H & D

Lloyd Gilbert, Division Editor

We are sorry to lose the services of W. F. Lindgren. Bill will be putting his electrical knowledge to work as manager of the State Electric Company at Aberdeen.

The Philo Halls celebrated the arrival of a son, Dennis George, on Feb. 19.

From Glenham comes the report that Section Foreman John Heinrich lost two good suits and much personal equipment in a fire at his place. Keeping the Glenham power switches functioning during the record snows has been one of his major tasks this winter.

Aberdeen Chapter of the Women's Club held a charity benefit dance on Feb. 21. It added up to a lot of enjoyment for those who attended.

Council member at Ipswich is Section Foreman Frank Hilt. He maintains an active

interest in local affairs when not out on a system rail gang.

Steno Mildred Stevenson has accepted a position with News-Printing Company at Aberdeen.

B&B Foreman A. W. "Red" Hodgson has settled down to a steady diet of home cooking.

Agent F. A. Mosser of Glenham filled in at Mobridge during absence of Wire Chief C. K. Todd late in January.

M. W. Richards, retired conductor, passed away recently. He had been a Milwaukee employe since 1911 and had lived at Aberdeen with his family since 1912.

Robert J. Coleman, agent at Letcher, S. D., passed away in his sleep at St. Joseph's Hospital, Mitchell, S.D., on Feb. 10. He had entered the hospital on Feb. 6 for a check-up. Mr. Coleman was the third generation of his family to serve the Milwaukee Road—four generations of the Colemans have thus far served the railroad for a total of 148 years. Robert J. was born at Cross Plains, Wis., on Sept. 9, 1899, the grandson of James Coleman who started to work for the railroad in 1850 on the construction of the Milwaukee & Mississippi west from Madison to Prairie du Chien. James held the position of section foreman at Boscobel, Wis., for 50 years. Agent Coleman's father, Michael H., started his service in 1880, working as a waterboy for his father's section crew. He learned telegraphy and served as agent on the Madison Division for 52 years. Robert J. entered the service on May 11, 1917, at Wauzeka, Wis., as a telegrapher and served on the Madison Division until 1925 when he transferred to the H&D Division. He had been agent at Letcher for the past 12 years. A son, Robert Jr., carries on the tradition as the Milwaukee agent at Sheldon Jct., Ia. Survivors include, in addition to Mr. Coleman's son, his widow, Rose, one brother and three sisters.

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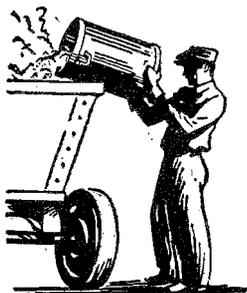
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The Milwaukee Road advertisement shown here is currently appearing in Time magazine, and is scheduled to appear in the April issue of Trains magazine and Fortune, as well as the Apr. 17 issue of Newsweek.

Middle H & D

R. F. Huger, Correspondent

L. F. Mack, Jr., has returned to the H&D as operator after spending considerable time with the U. S. Navy, looking out of a port-hole.

Our congratulations to Ray Hill and Russ Smith, West H&D brakemen, on the additions to their families in February—a girl for the Hills and a boy for the Smiths. This makes the first for Ray and the third for Russ.

East H & D

Martha Moehring, Correspondent

Engineer Al Schiffman is expecting to go home soon after a long stay at Northwestern Hospital in Minneapolis.

Merle Lenz, formerly yard clerk at Montevideo, is stationed way up in Anchorage, Alaska, putting in a 22-month stretch with the 27th Statistical Service Unit.

Roadmaster Bill Weiland's transfer to Green Bay was the occasion for a farewell party. The gang presented him with a fancy camera, flash attachment and all.

Car Foreman Martin Paulson was informed recently that his father had passed away in Norway, just a week after celebrating his 97th birthday. Martin and his wife visited him at the old home three years ago. It was their first meeting after a 35-year separation.

We lost a couple of friends and former employes recently. Engineer Mike Nider died after a two-year illness and Engineer Everett Hume died suddenly in Minneapolis yard. J. E. Dorsey, Engineer Harold Dorsey's father, passed away on Feb. 3. He was a retired engineer of the River Division. J. E. Hemsey, retired engineer, died on Feb. 5 and Operator R. J. Coleman, of Letcher, died on Feb. 10.

Switchman Les Natzel always thought his little son Gregory was a cute youngster, but now he's sure of it—Greg recently won a prize in the Kraft Studio contest in Minneapolis.

Engineer A. H. Roberts, who retired recently, "celebrated" by falling on the ice and breaking an elbow. Conductor L. R. Nixon, also retired now, is taking a trip through the southern states.

Engineer Hank Adamson and his wife have returned from a two-month visit in California with their children. Engineer Nemitz and his wife have been enjoying the California sunshine, also. They spent some time with "Cad" Schmitz, retired engineer.

Conductor P. J. Sullivan passed away in the hospital at Milbank after a long illness.

Dave Burns, retired switch foreman, is receiving oxygen at the local hospital for a lung condition.

Conductor George May is in Montevideo hospital with a heart condition.



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Store Department

Earl L. Solverson, Correspondent

The Rev. Lawrence J. Leack, son of Gilbert O. Leack, chief clerk to the district storekeeper at Milwaukee Shops, was ordained to the priesthood on Feb. 19 at St. Francis Major Seminary Chapel and celebrated his first Solemn High Mass at St. Florian's Church in Milwaukee. Reverend Leack worked in the store department during vacation periods; attended Marquette High School and St. Francis Seminary. Following his first mass, a banquet was served to some 300 relatives and friends in St. Florian's Hall, after which a reception was held. Miss Margaret Lukaszewski, daughter of William Lukaszewski of the store department, was the soloist. Reverend Leack will be assigned to a parish in the Milwaukee archdiocese.

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MINNEAPOLIS, MINN.

We hear that G. A. J. Carr is considerably improved and would welcome mail from his friends. His address is 2452 13th Avenue South, Minneapolis 4, Minn.

Mrs. Louise McEvoy, who has been ill, is expected back at work in a short time.

Locomotive Department

Leone Schneider, Correspondent

The foundry heartily welcomes Clerk Ollie Weissenborn.

Clarence Strauss is mighty proud of his new grand-daughter, Monna Jene. He is a coremaker in the foundry.

Coremaker Alfred Porsow is back on the job following his illness.

Warren Joe Benish Gumz went to the hospital, but they couldn't keep him very long—only five days. He left his appendix there so they would surely remember him. Warren was the janitor in the SMP office.

Car Department—Office of Shop Superintendent

George E. Fiebrink, Correspondent

News has reached us of the engagement of James Geigler, former carman helper in the freight car shop—his dad, Carl Geigler, is a carman in the shop at the present time. James named Miss Elain Truebenbauch of Milwaukee as his fiancée. Both young people are completing their education, James at Marquette Medical and Elain at the University of Wisconsin.

Congratulations are in order for Frank Ziehr and Cliff Rammelt on their new jobs as freight foreman and assistant freight foreman, respectively.

IDAHO DIVISION

Mrs. Ruth White, Correspondent

On Jan. 24 the wife of Operator Merle Carver, Malden, presented him with a son, who has been named "Lee Arthur".

The Nick Doulas' of Spokane are glad their second child, born Feb. 6, was a girl—they have a two-year-old boy. The new baby is Nikki Katherine.

Clair P. Mason, section foreman, who had been ill for several weeks, has reported for work at Lind.

Brakeman N. A. Reams is at home in Malden following an extended stay in a Spokane hospital. Engineer Fred Putnam who also spent several weeks in the hospital is back on his regular passenger run.

Word was received from Florida recently that Engineer Jack Scanlon, who was vacationing there, had become ill. Son Jack, a fireman, has gone down to be with him.

Engineer Allen R. Gustafson passed away Feb. 9 following an illness of about a year. He is survived by his widow, Margaret, one daughter, three sons and a brother.

Yard Conductor Joe James doesn't know if it is worth the effort, but he tries to keep his new Chevrolet all shined up, even during the slush and rain we have at present. Vincent Perrone, of the Spokane section, is making plans to join the Easter parade with a brand new Hudson.

If our wet weather keeps up Chief Clerk Keenan will have to buy a pair of rubbers to replace those that "Dixie" has misplaced. Dixie is the four-month-old Dobermann Pinscher which he recently got to replace "Chief," his companion who was killed last fall by a car.

Short just thirty-eight minutes of being a Valentine was Langley Clark, new baby and first son of Mr. and Mrs. Don Allen. Don is a newly promoted engineer and the grandfather is Roadmaster Allen. The baby, who

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was named for his two grandfathers, has two older sisters.

Bill Nelson recently joined the staff of the engineering department in Spokane.

Car Foreman Earl Medley is a grandfather! Mrs. Virginia Parker became the mother of a baby boy, J. Sanderson, on Feb. 17. She is taking her son to Alaska where the Parkers will make their home.

W. W. Prosser passed the examinations for the Spokane police force and gets his uniform Mar. 1. Wally worked as yardman in Spokane until recently. We understand that R. R. Shook, former fireman who joined the police force last fall, has been assigned as "mayor" of Hillyard.

TERRE HAUTE DIVISION

Terre Haute District

T. I. Colwell, Correspondent

Mrs. Earl Peters, wife of traveling engineer, is now at home recuperating from surgery in a Terre Haute hospital in February.

Truman K. Sims, formerly an operator in the vicinity of Elnora and Linton, is breaking in as dispatcher in the Terre Haute offices.

Agent F. R. Jones passed away on Feb. 19. He had been regular agent at Seymour for a good many years but had been in ill health for several months.

Virginia Stine, of the engineering department, who is temporarily on a leave of absence, expected to leave about March 1 for Sierra Madre, Calif.

Fred Hughes, retired locomotive engineer, and Mrs. Hughes will leave in March for Hot Springs, Ark., to remain until spring.

Sidney Shaw, agent at Humrick, Ill., while on vacation will be relieved by Operator Dale L. Cooper. Lou Barches of North Harvey, Ill., also on vacation, is being relieved by Operator John Goltry.

We hear that "Bert" Beasley, attorney for the Terre Haute division, who lives in Indianapolis, has been under the weather for several weeks and is being governed by the rulings of his physician.

West Clinton Area

Earl H. Lehman, Correspondent

Thomas Seay, retired conductor, fell during January and fractured a hip. He is in the Clinton hospital at this time.

Engineer and Mrs. Ezra Sutton spent the winter in Daytona Beach, Fla. Fishing and swimming were fine.

John D. Pirtle, retired engineer, has acquired a new Hudson. Conductor Bill Russell and brakeman John Forehand have that new Dodge at last and brakemen Clint Nash and Loren Dagley have new Fords.

Carman Clarence Nolan retired in February.

Carman Frank Hunnicutt and wife have returned from an extended stay in Tennessee where "F. J." had been for his health. He is greatly improved.

Yardmaster Cy Bodle shot at a hawk from the rear window of R. T. Davis' car and missed! Next morning the hawk was perched in a tree near Cy's home, apparently waiting for him to come out.

We wonder what became of Warren Lee, roundhouse foreman who worked here during the late '30s. Last heard of him was from Bensenville.

Conductor Frank Ernhart discovered five inches of rail missing in the track near Crane recently. It was repaired before a derailment could occur. Conductor Ernhart has a great faculty for discovering broken rails. His watchfulness is appreciated.

March, 1950

John Steffy (St. Bernice), retired store department laborer, continues on the sick list.

The regular safety meeting was held in the assistant master mechanic's office on Feb. 15 with Safety Inspector Otto Stainer and Trainmaster O. L. Clawson in charge. One hundred and two were present.

Conductor H. C. Speer was in the Clinton hospital in February for surgery. He is improving nicely.

The name of William Wheeler, roundhouse laborer, was unintentionally omitted from the retirement list in January.

Mrs. May Board, wife of Carman Jerry Board, was in the hospital during February.

Fastest Freights Roll on Solid Bearings

Every one of the 110 "overnighters" — fast freight trains that travel distances of 300 miles in 12 to 15 hours — rolls on A.A.R. solid bearings. Lading gets the smoothest, safest ride available today, and at the lowest possible cost. Here's why:

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joints, etc. There's maximum mileage for wheels, minimum wear on tires.

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These are just a few of the reasons why more than 17,000,000 solid bearings are used on railroad rolling stock today. To get the full story, complete with engineering and economic details, write for Bulletin 100. It's yours on request. Magnus Metal Corporation, 111 Broadway, New York 6, N. Y.

(Advertisement)

Conductor Tommy Mulvihill recently presented a moving picture of the Terre Haute Division, starting with the Chicago Railroad Fair and including points of interest between Faithorn and Bedford, as well as pictures of fellow employees.

Carman and Mrs. Malcolm Francis are the parents of a boy, Steve Allen, born Feb. 11 at Terre Haute.

Yard Clerk Bill Hewitt and wife are the parents of a boy, William, Jr., born in February. Mrs. Hewitt was Miss Barbara Hopkins, daughter of Inspector Harry Hopkins. Conductor M. L. Hewitt is the paternal grandfather.

Mrs. Cyrus Bodle, wife of second trick yardmaster, was seriously ill during February.



A picture which recalls memories—the car department force at Lewistown, Mont., in August, 1917. Pat Yates, Milwaukee Magazine correspondent at Lewistown, identifies the personnel, reading from the left, as L. E. Foot, C. I. Burt, P. J. Sullivan, Richard Berry, Erned Penwell, S. W. Finkbiner, Foreman W. J. Retallick, Miss Mary Retallick, F. K. Kummrow and Joseph Phipp. Finkbiner is still in service.

Conductor and Mrs. H. C. Spaulding had a visit from their daughter Margaret and her two small daughters from Houston, Tex., during February.

Foreman H. T. Gish really gets around in his new Ford. He even had time to shoot down the hawk that had been pestering Yardmaster Cy Bodle.

ROCKY MOUNTAIN DIVISION

Northern Montana

Pat Yates, Correspondent

Yard Clerk Elmer "Bill" Lancaster, released from a local hospital recently and taken to Seattle for further medical attention, passed away Feb. 23 in Seattle. He had been with the Road the past eight years. His courteous service and many personal deeds will never be forgotten by his fellow employees.

Mrs. Bumdren, mother of Fireman Tom Bumdren of Harlowton, is a patient in the hospital here. Also in the hospital from Harlowton is General Yardmaster Jim Daugherty, who recently underwent surgical treatment.

Mary Messier, traveling relief agent, is working at Choteau while Mr. Holmes is in the hospital.

Conductor Arnold Syverson reports that while he was on the Winnett run recently he spotted a mountain lion near Forest Grove. He said it had about a four-foot tail. Until the story was confirmed by other members of the crew, we thought he ought to change brands.

Fireman Art C. Keeler, Jr., and Miss Josephine Jensen were married Feb. 20. After the wedding they left by auto for Butte, where they boarded the Milwaukee train for the coast and continued on to Los Angeles for their honeymoon. They'll be at home here after their return.

Vic Peterson, safety engineer, held a joint safety meeting with the car department and roundhouse employees.

An Indian refused the offer of a job. "White man invented work—let him keep it."

D & I DIVISION

First District

E. Stevens, Division Editor

William J. Sheetz, assistant roundhouse foreman at Savanna, who retired on Feb. 1 after 44 years of railroading, was an honored guest at a dinner given in the Legion Home on Feb. 7. A social hour followed the dinner, at which he was presented with a gift and the good wishes of his railroad friends. Mr. Sheetz served six years on the IC and the remainder of his 44 years on the Milwaukee at Savanna.

New arrivals in February: A son to Mr. and Mrs. Omar Jensen of Grank Forks, N. D. (former Grace Mulder of the store department in Savanna), the first grandchild in the J. H. Mulder family; a son to Mr. and Mrs. Clifford Nordwell (assistant superintendent's clerk, Savanna); and a daughter to Mr. and Mrs. Gordon Michels of Cleveland, Ohio—this makes two little granddaughters for Dispatcher Jerry Reiff.

Chief Clerk C. E. Kinney, who underwent surgery in Wesley Memorial Hospital, Chicago, on Jan. 28, returned to his desk in the superintendent's office at Savanna on Feb. 9.

Chief Clerk J. H. Mulder has returned to his desk in the master mechanic's office at Savanna following a month's illness.

Switchman Leo Sheedy underwent surgery in Mercy Hospital in Dubuque recently and is now convalescing at his home in Savanna.

A. J. Reinehr, retired agent, Savanna, suffered a heart seizure on Feb. 8 and has been confined to the city hospital since that time. At the present writing his condition is somewhat better.

Clarence Wagner, Beloit, Wis., has been appointed lieutenant of police at Savanna to fill the vacancy created by the promotion of J. F. Altenbern to La Crosse.

Conductor and Mrs. Charles Bertholf vacationed during February in New Orleans and attended the Mardi Gras.

Switchman and Mrs. Lee A. Smith, Savanna, vacationed in Tucson, Ariz., and Glendale, Calif., during February.

John T. Duhigg, retired operator and father of Raymond E. Duhigg of the superintendent's office, Savanna, passed away on Feb. 6 in St. Anthony's Hospital in Rockford, where he had been confined with a fractured hip since Dec. 21. Mr. Duhigg started his railroad service on the C&A in 1890, coming to the Milwaukee as an operator on the I&D Division in 1895. He accepted a position as dispatcher with the EJ&E in December, 1899, returning to the Milwaukee Road in 1904. He was appointed operator at Davis Junction on Feb. 6, 1904, which position he held until his retirement on Oct. 16, 1943. Surviving are his widow, four sons and two daughters.

A friend found the flier's wife in tears. "What's the matter?" she asked.

"I'm worried about Jack", was the answer. "We've been trying for a week to get rid of our cat. Jack finally decided to take her up in his plane and drop her over the side."

"Now, that's nothing to worry about". "It certainly is," wept the flier's wife. "Jack isn't home yet, but the cat is."

How Well Do You Know Your Railroad?

THE "How Well Do You Know Your Railroad?" picture appearing in the January issue showed the westbound Columbian leaving Montevideo, Minn. The picture, taken by Ernest Lehmann of Boyd, Minn., was snapped from the roundhouse lead track, looking east toward the passenger station.

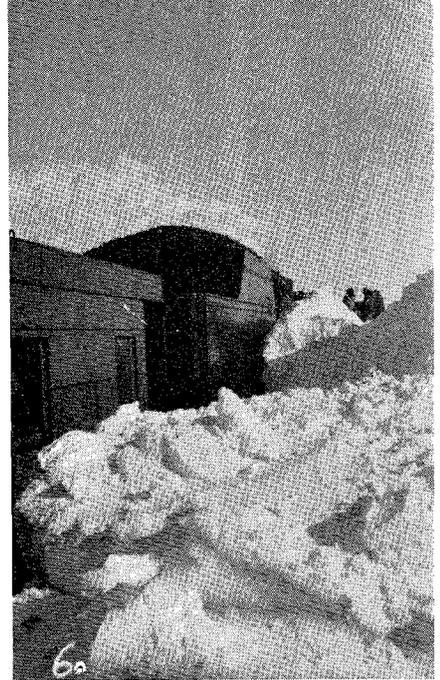
The picture in this issue affords a southerly view along a busy stretch of track in the Milwaukee Terminal. It was taken a few hundred feet south of the State Street overpass. Shown are the Grand Avenue Tower, Wisconsin Avenue viaduct, Bluemound Road bridge, and, on the right, the tracks of the La Crosse & River Division, leading to Wauwatosa. Photo by J. E. Boeshaar, Milwaukee Magazine correspondent for the Milwaukee Division, located in the office of superintendent.

LET'S RING THE BELL!

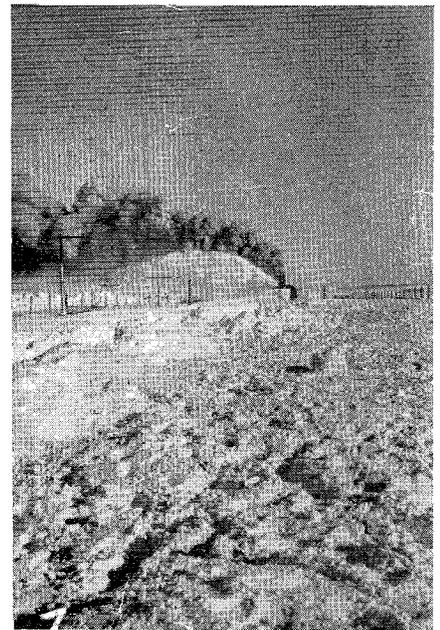




(Left). Scene at East Portal, Mont., looking toward the sub-station. Photograph by William Adelman, sub-station operator.



(Below). Scene at Calder, Idaho, photographed by Agent Cyrus N. Beal.



The two pictures above and the one below were taken during an attempt to clear a cut near Selby, S. D.

WEATHER REPORT

THE winter of '49-'50 on The Milwaukee Road will be another one to remember. Recurring blizzards which still were raging when this went to press combined with the coal shortage to give the railroad one of the worst winters on record.

Typical is the following report from Mrs. Ruth White, Magazine correspondent in Spokane:

"An engineer who has spent over 30 years on the Idaho Division told me that this year has been his toughest. Working on the snow plow between Avery and St. Maries, Idaho, it was so bitter cold the flanger froze up and it was impossible to move the wings in any direction. Trainmaster

Nentl and Roadmaster Loftus were on the flanger and together with the engine crew would manage to thaw it out by building fires. Other crews reported that not only the cold penetrated the engine cab, but when a locomotive hit drifts, the snow sifted into the cab, coating and freezing the men's clothes stiff."

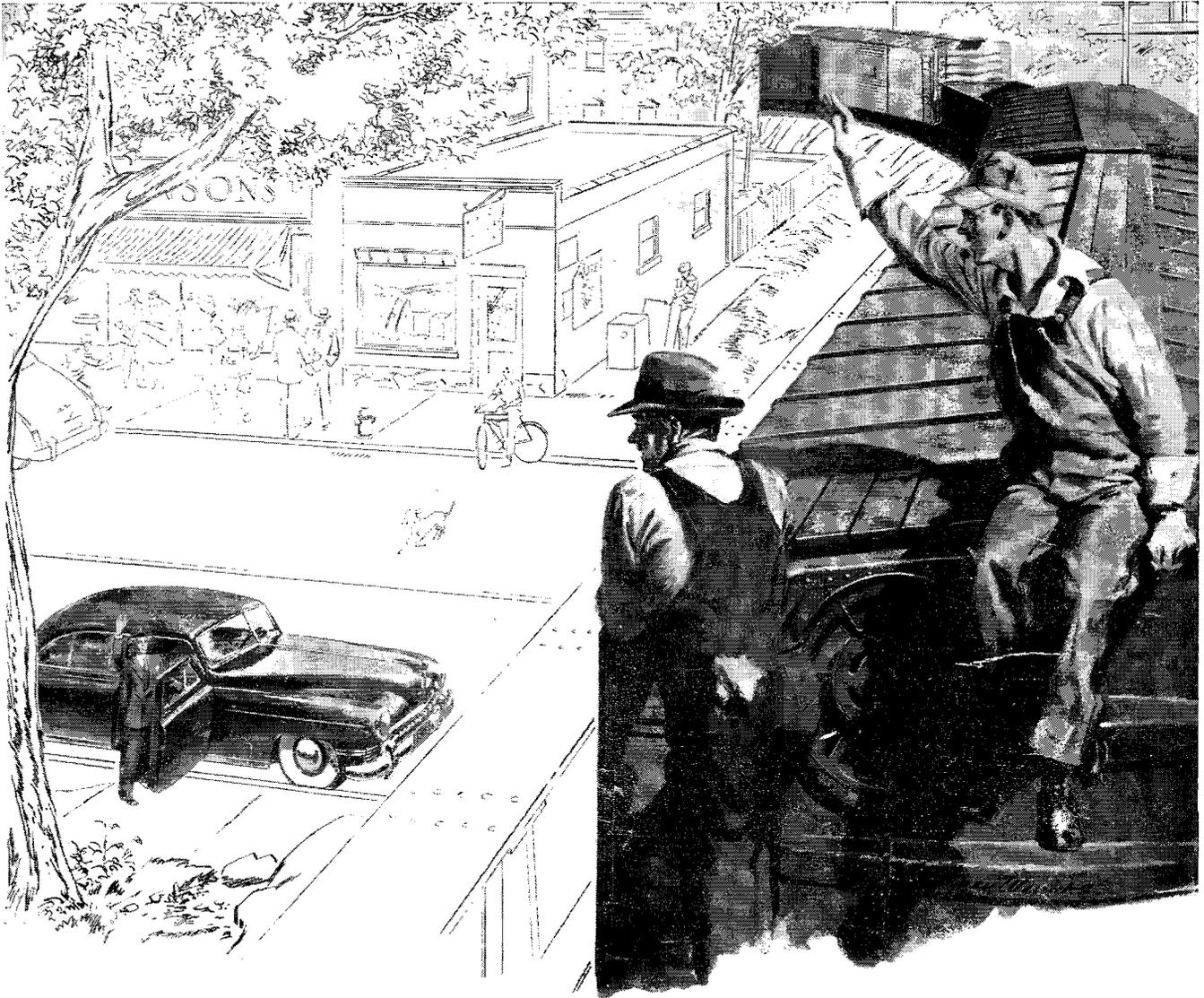
Coast Division Editor Harry W. Anderson of Tacoma put it this way: "Everybody had a wonderful time and the fellows on the job of clearing the snow had a lot of hard work to do, but they had plenty of weather to do it in."

The pictures on this page tell the story.



A very unfamiliar sight was this scene in North Puyallup Heights, near Tacoma. The picture was taken by John Gates, clerk in the agent's office, Tacoma, on Jan. 15, two days after the blizzard which hit the Seattle-Tacoma area.





Wave to the man, Shaughnessy,

HE PAYS HIS OWN WAY, TOO

If you're among America's 36,000,000 passenger automobile owners—representing nearly 7 out of 10 families—you have a real “kinfolk” relationship with our railroads in more ways than one.

- As a motorist you pay your own way—and then some—for the highways you use. So do the railroads. As a typical American, you're strong for the old tradition of fair play in competition. So are the railroads.

That includes competition in transportation, where the railroads stand alone in paying not only for their steel “highways” but their stations, tunnels and signal systems, as well. They pay their own way in every way.

Yet, the railroads today have to compete with other

forms of transportation which use highways, airports and waterways built and maintained largely by the people's taxes. You contribute to these taxes. So do the railroads.

Where's the fair play here? You are penalized because you pay twice for subsidized transportation. The railroads are penalized because they must pay completely for facilities their competitors get wholly or partly “for free”.

Public opinion can change this situation. And it's one that's worth changing. With fair, 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

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