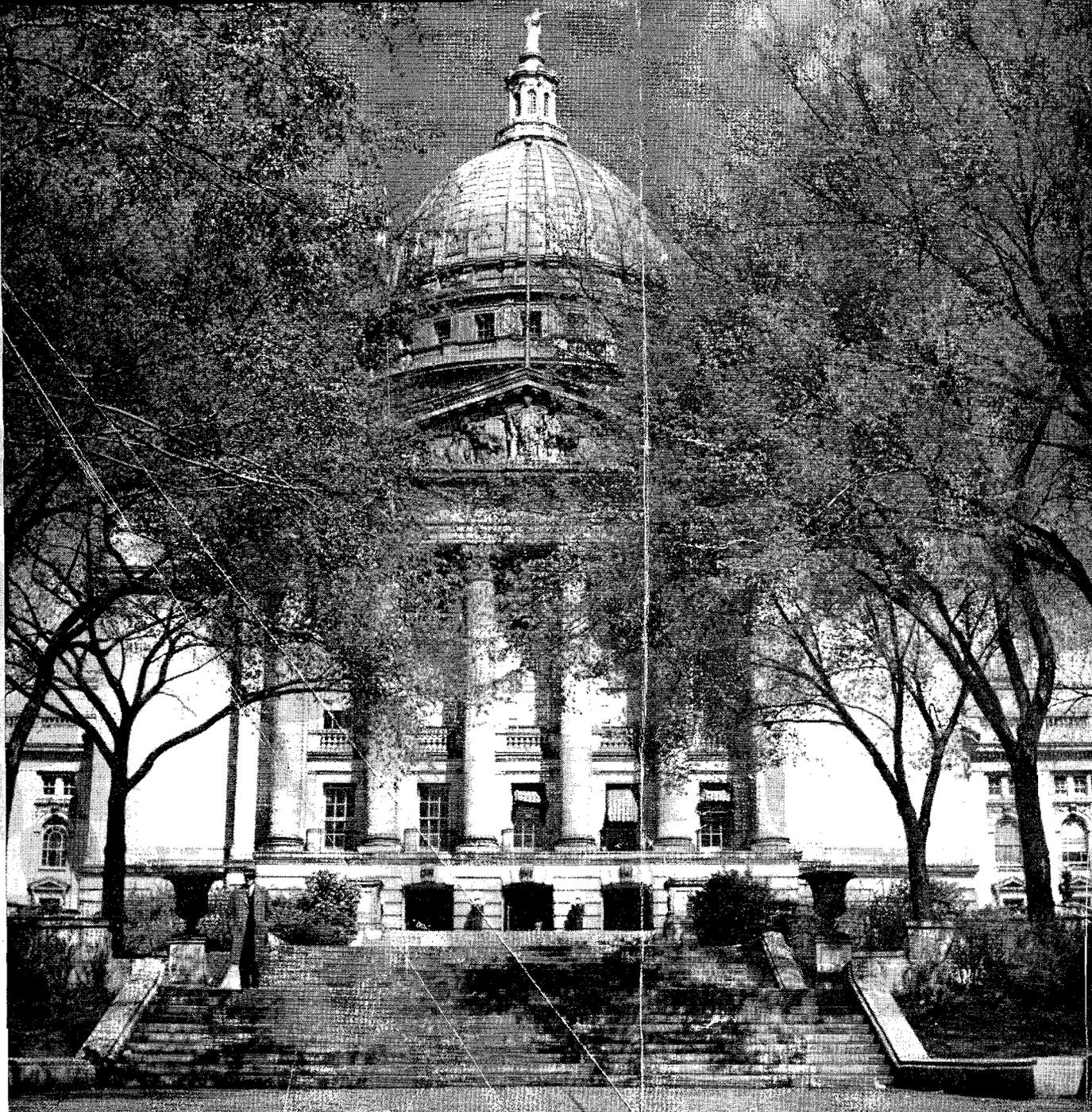


THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD



Wisconsin State Capitol at Madison

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IN THIS ISSUE

	Page
Air Mail and Your Future By President C. H. Buford..	2
Centennial Quotes	3
Appointments	4
He Got Mad and Quit.....	5
Henry A. Wicke Retires.....	5
W. V. Wilson.....	5
Safety Award Goes to LaCrosse Division	6
Station Names on The Milwau- kee Road	8
Madison Division Receives Fire Prevention Award	10
Move Rail Mill to Tomah, Wis.	11
Green Bay Chapter of Women's Club Marks Silver Anniversary	12
Here's Why	13
Rail Tales	14
Women's Club Displays Talents at Tomah	15
Another Candidate for President	16
How Are We Doing?.....	17
How Well Do You Remember Your Railroad?	18
Home Department	19
Retirements	22
They Rallied 'Round	24
About People of the Railroad	26



Air Mail and Your Future

EVERY railroad employe who wants a secure job and a smaller tax bill will be interested in a cost report recently issued by the U. S. Post Office Department.

These, briefly, are the facts:

Last year the airlines carried 6 per cent of the pieces of first class mail in this country, and the Post Office Department collected about \$65 million for the service. But the cost to government of providing this service, including a payment of \$55 million to the air lines, was more than \$102 million. The loss, which the taxpayers must pay, was exactly \$37,261,064.

Meanwhile, The Milwaukee Road and other mail carrying railroads handled the other 94 per cent of the first class mail, for which the Post Office Department collected \$482 million. The cost to the government for this service (of which only \$27 million was paid to the railroads) was \$431 million. On mail carried by rail the Post Office realized an excess of revenue of almost \$51 million.

Figured in terms of the individual piece of mail, and allowing for the fact that air mail traveled 1,195 miles on the average, compared with 482 miles by rail, transporting mail by air cost the government 50 times as much as moving it by rail.

This picture is particularly interesting in the light of the announced intention of the Post Office Department to reduce collection and delivery service to the homes of America in the interest of economy.

It is certainly encouraging to find a department of government concerning itself with economy, but the citizen who buys his postage, pays taxes to make up air mail losses, and then finds his home postal service curtailed, may rightly wonder whether the cut is being made in the right place. If the Post Office loses \$37 million on its air mail operation in one year, it would seem logical to suggest that air mail rates be set at a level which would at least enable the government to break even.

How does the future of a Milwaukee Road employe figure in all this? The answer is obvious: Mail traffic is important traffic to the railroads, and jobs depend on traffic. Furthermore, air mail subsidies, plus other outright gifts of many millions of dollars which the government makes to the airlines, enable them to take not only mail traffic, but a great deal of passenger and freight traffic from the rails.

In addition to which the railroad man, like taxpayers generally, pays these subsidies with hard-earned tax money.

For those of us who look to the railroads for our livelihood there is nothing more important than our understanding of these facts. The time has come for us to see where our interests lie as citizens and as railroad people. Having seen, we should let our feelings be known, through those around us and through our representatives in government. Our future depends on it.

1850 CENTENNIAL "QUOTES" 1950

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



L. T. Crowley

Rotary Club of Sioux Falls, S. D., Apr. 3. Speaker—L. T. Crowley, chairman of The Milwaukee Road board of directors.

"In the century of our railroad that has just ended we have gone a long

way from the individual and corporate freedoms of business and the limitation of government in business. Today all industry, although perhaps not to the extreme degree of the railroads, is to some extent subject to governmental decrees and at times to the arbitrary decrees of administrative agencies of the government. Most of us are tax gatherers for and are required to do considerable accounting work for the government in connection with tax gathering, while others of us devote much of our time reporting to the government the business activities of our daily lives.

"... Where the power of the state is rigidly circumscribed by limitations of the law and it is prevented by proper checks and balances from delegating too much power to itself, history is witness to the freedom, prosperity and happiness enjoyed by the people."



M. L. Bluhm

Waukesha (Wis.) Association of Commerce and the Carroll College Industrial Management Institute, Apr. 4. Speaker—M. L. Bluhm, general solicitor, Chicago.

"Have you ever considered the difference between the 100th birthday of an individual and the 100th birthday of a railroad? In the case of the individual, the emphasis is all on the past. When a railroad celebrates its 100th birthday, its main emphasis is not on the past but on the second 100 years.

"The city of Waukesha, Carroll College and The Milwaukee Road have been partners for nearly 100 years. Waukesha was founded in the early 1830's, when it was known as Prairieville. Carroll College was founded in the early 1840's when it was known as

Prairieville Academy. The Milwaukee Road entered Waukesha in 1851. Each of these three has meant and still means much to the others.

"... It is significant to note that The Milwaukee Road, the first railroad in Wisconsin, started under the name of Milwaukee and Waukesha Railroad Company."



J. P. Kiley

Chamber of Commerce of Mason City, Ia., together with local Rotary, Lions, Kiwanis and Exchange Clubs, Apr. 10. Speaker—J. P. Kiley, vice president — operations, Chicago.

"Our railroad reached Mason City in 1870, the same year in which the community was incorporated as a town. Your city and state have made great strides through the years, and have kept abreast of the progress of the times. During the same period, The Milwaukee Road expanded its system in Iowa to the point where we now operate 1,802 miles of railroad in the state—more than in any of the other 11 states we serve. We have more than 3,900 employees in the state, with a payroll of \$15½ million, and annually pay a property tax bill here of more than a million dollars.

"... I think most of us realize that there has been a continuous, though often unheralded, program of improvement in the railroad business—improvements which have resulted in the development of such luxurious trains as our own famed Hiawathas. Today we still are seeking new, better and more economical ways of performing greater services than ever before."



L. H. Dugan

Kiwanis Club of Great Falls, Mont., Apr. 17, and the Chamber of Commerce of Lewistown, Mont., together with the Kiwanis and Rotary Clubs, on Apr. 18. Speaker—L. H. Dugan, vice president, Seattle.

"The year 1950 is a significant date in the history of The Milwaukee Road, for it marks the beginning of our second century of service. We are particularly proud as we look back on the past 100 years, for not only have we had a part in the growth of our country into the world's most powerful force—industrially, economically and socially—but those years have seen the Milwaukee emerge from humble beginnings to one of leadership in the transportation field.

"... Being a highly regulated industry, the railroads do not have the same freedom as other industries in fixing their charges and thereby passing on to the consuming public such increased costs as they are required to meet. Our rates are subject to regulation, and there is always a substantial lag between an increase in costs and any increase in rates to offset them, and we always have to face the possibility that raising rates carries with it the risk of losing volume. On the other hand, if we are to escape the misfortune of government ownership, the railroads must be permitted to earn operating costs plus some return on their investment."



A. N. Whitlock

Chamber of Commerce, Rotary and Kiwanis Clubs of Wausau, Wis., Apr. 17. Speaker—A. N. Whitlock, vice president and general counsel, Chicago.

"It may not have occurred to you that in the case of

a corporation or an institution natural laws are seemingly reversed in that the older the organization is the better it is expected to be. With age it gains rather than loses strength. Its managers do not plan a program which tapers off as time passes, but, on the contrary, they strive for a constantly expanding goal of perpetual progress and improvement.

"... The railroads of the country have contributed a great deal to its development and prosperity; they are absolutely necessary from an economic point of view, as well as for national defense. Up to date our system of railroads has provided the best service available in the world and at the lowest rates that prevail anywhere. If the American people will give the subject the consideration which it deserves, I do not believe that they will change the system."



H. Sengstacken

Rotary Club of Winona, Minn., Apr. 19. Speaker—H. Sengstacken, passenger traffic manager, Chicago.

"We who work for The Milwaukee Road are pretty proud of our first 100 years of serv-

ice. If you will permit me for a moment to do a little corporation bragging. I'd like to point out that we were the first railroad in the west to provide electric lights on passenger trains; the first to operate trains over the western mountains with electricity for 656 miles; first to build all-welded light weight steel cars of the Hiawatha type; first to build all-welded, steel, plywood-lined freight cars that carry heavier pay loads with less dead weight; and the first to provide scores of other improvements which now have been adopted by the entire industry.

"... 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."



L. D. Phelan

Kiwanis Club of Mankato, Minn., Apr. 24. Speaker—L. D. Phelan, general adjuster, Chicago.

"Our problem and your problem today is no longer one of business expansion into the wilderness,

for we have not only conquered the waste places and made deserts into veritable Gardens of Eden, but through scientific research are regularly taking practical journeys into realms that only a few years ago would have been considered the supernatural. We have accomplished almost the impossible. Yet, in spite of this, something tragic is happening, for each day now finds us drifting further and further away from the very principles upon which our previous success has been based—away from the rock-ribbed foundation from which the American way of life depends for its continued existence and well-being.

"... Don't pin your faith solely on political parties, for they are no better than the men who represent them. Always bear in mind that political party platforms are generally nothing more than flimsy, temporary rostrums from which a lot of promissory oratory flows. Screen each candidate as though you were selecting someone to

help manage your business, for that is exactly what he may be doing if you should be unfortunate enough to elect the wrong candidate."

Chamber of Commerce of Moses Lake, Wash., Apr. 25. Speaker—T. H. Maguire, general attorney, Seattle.

"There is today a strong tendency toward government participation in business in one way or another. Every group that wants something more than it has in the way of security, public improvement, or business prosperity, turns its eyes toward Washington. These appeals, when answered, result in huge expenditures of funds provided by the taxpayers and take the form of direct grants, contributions or subsidies. If this practice continues and the going gets tougher, with increasing costs and growing tax burdens, the tendency will be not to remove the causes but to look to the government for direct intervention and assistance, which is a step definitely in the direction of control and operation by the government of certain basic industries. Experience has shown that one of the first targets in such a movement is transportation."



J. H. Andrews

Kiwanis Club of Auburn, Wash., Apr. 27. Speaker—J. H. Andrews, assistant freight claim agent, Seattle.

"The railroads acquire and maintain at their own expense their right of way and all facilities used in connection with their operation. In the early days certain lines received grants of land, but it is generally conceded that all such gifts have been more than repaid by the reduced rates for government traffic prescribed in connection with the various gifts. Certain other transportation agencies receive subsidies in one form or another and some have furnished for them the right of way on which they operate and many facilities used in connection with such operation.

"It is submitted that there should be an equality of treatment and that each type of transportation should bear its fair share of the cost of furnishing and maintaining the facilities used. This is a big question which must be solved."

J. H. Schnaitman, Auditor of Capital Expenditures



J. H. Schnaitman

J. H. SCHNAITMAN, budget engineer in Chicago, was appointed auditor of capital expenditures with headquarters in Chicago, effective Apr. 16. He succeeds R. D. Claborn who was transferred to the Chicago engineering department.

Mr. Schnaitman started his Milwaukee Road employment in the engineering department in April, 1917, on track elevation. Subsequently he served in various capacities in the accounting department, working on special assignments. On Jan. 1, 1946, he was appointed assistant auditor joint facility accounts and served in that position until May 1, 1949, when he was appointed budget engineer.

APPOINTMENTS

Finance and Accounting Department

Effective Apr. 16, 1950:

J. H. Schnaitman is appointed auditor of capital expenditures, vice R. D. Claborn, transferred to the engineering department.

Traffic Department

Effective Apr. 16, 1950:

G. W. Hyett is appointed assistant general agent, passenger department, Chicago, succeeding A. V. Marxen, who resigned to engage in other business.

L. W. Kelly is appointed city passenger agent, Chicago, succeeding G. W. Hyett, promoted.

B. J. Schilling, special representative, passenger department, Chicago, will assume supervision of the travel promotion department, Chicago.

Effective May 1, 1950:

H. C. Reupert is appointed city passenger agent, Chicago.

Office of Vice President — Operation

Effective Apr. 20, 1950:

V. P. Sohn is appointed special representative, with such duties as may be assigned to him.

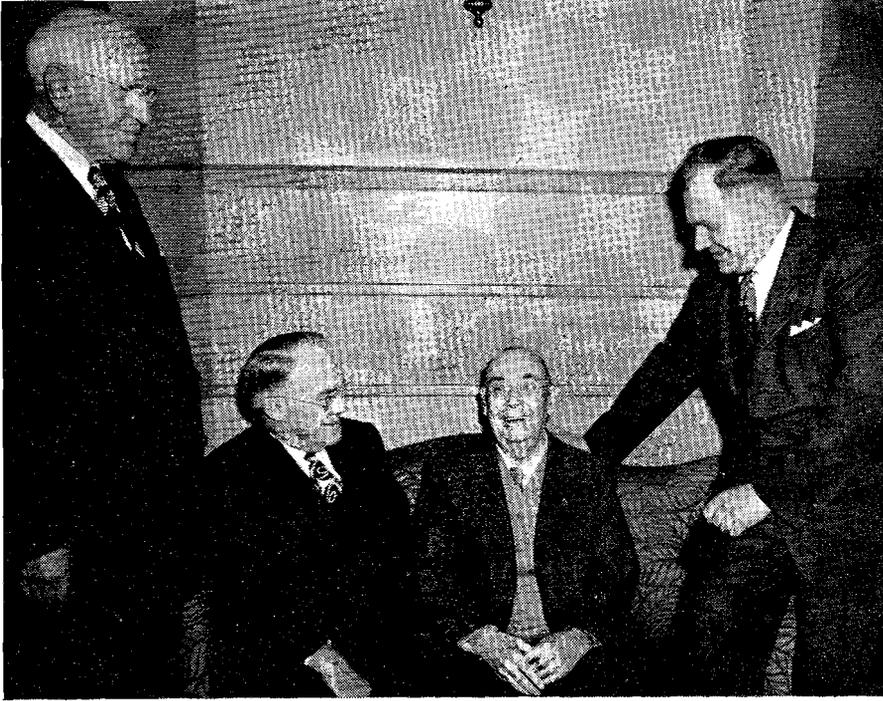
Attention — Members of the Veteran Employes' Association

THE board of officers of the Veteran Employes Association of the CMS&P&P, at a meeting in Chicago, accepted the invitation from the membership at Minneapolis to hold the 1950 reunion in their city on Saturday, Sept. 30, at the Nicollet Hotel.

This is the first announcement.

—J. T. GILICK, President,
Veteran Employes' Association

HE GOT MAD AND QUIT



"HE got mad and quit!" That's what J. T. Gillick, retired operating vice president, said about Dominic J. Devine at the Safety Trophy Banquet in LaCrosse on Apr. 20.

Mr. Devine had retired only five days before at the age of 78, with a service record of 65 years with The Milwaukee Road. He is shown in the above picture seated with President C. H. Buford, his friend of many years; standing at the left is Mr. Gillick, another long-time friend, while at the right is Superintendent Palmquist of the LaCrosse & River Division, who has known Dominic for a much shorter time but who joined in congratulating him on his fine record of 65 years of railroading without a single reportable injury.

Dominic, otherwise known as "Muggs", is the third of five generations of the Devine family to work for The Milwaukee Road since the beginning of operations in LaCrosse. He can recall many acquaintances and experiences during his service first as crew caller for 14 years; then as car clerk for 11 years; night yardmaster 8 years; and finally as car clerk another 32 years, all at Camp 20 yard office in LaCrosse.

Mr. and Mrs. Devine plan to celebrate their golden wedding anniversary in June with their 12 children, many grandchildren and friends.

If Every One

*If every one who has a job could lie a month in bed
With broken bones and stitched-up wounds, or fractures of
the head,*

*And there endure the agonies that many people do,
They'd never need preach safety any more to me or you.
If every one could meet the wife and children left behind,
And step into the darkened home where no more sunlight
shines*

*And look upon the vacant chair where Daddy used to sit,
I'm sure each careless worker would be forced to think a bit.*

—Anonymous

Henry A. Wicke Retires

THE Milwaukee Road's supervisor of merchandise traffic, Henry A. Wicke, marked his 70th birthday on Apr. 28 by retiring, after 50 years of service with the railroad.

Starting back in 1900 as an operator and agent on the former R&SW Division, he joined the freight claim department in Chicago in 1907, and was placed in charge of claim prevention work in 1924. Since 1929 he has been in charge of merchandise traffic. This work, which includes the handling of forwarder business, has given him a wide acquaintance throughout this and other railroads.

Since 1943 Mr. Wicke has been particularly active in securing authority on various divisions for the handling of l.c.l. merchandise by truck, preparing maps of the various operations, as well as exhibits showing tonnage on and off at all stations and a complete analysis of all l.c.l. freight moving in territories under investigation.

Aside from a trip to California, his plans for retirement were indefinite.

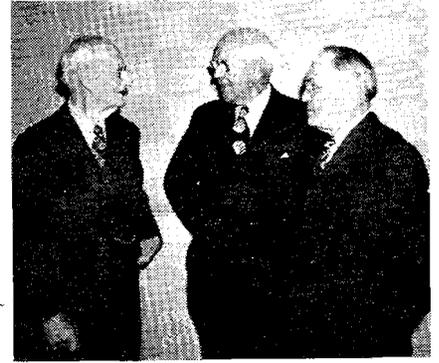
W. V. Wilson

WALTER V. WILSON, who served The Milwaukee Road as comptroller for more than 24 years, passed away at a hospital in his home city of Evanston, Ill., on May 1. At the time of his retirement in 1944 he had been a railroad man for 50 years. Funeral services were held in St. Matthew's Episcopal Church in Evanston. He leaves his widow, Cora, and three daughters, Miss Gail, Mrs. Pierce Richardson and Mrs. Kearney D. Roane.

Mr. Wilson was born in London, England, on Feb. 14, 1874. He entered railway service in 1893 as a purchasing agent for the EJ&E, with whom he held various clerical positions. Transferring to the Chicago Junction in 1899, he was employed by that road until 1908; then with the I.C.C. as examiner of accounts in charge of field examinations and as examiner in charge of the Chicago branch office.

He entered the employ of The Milwaukee Road in 1914 as assistant general auditor and during World War I was transferred to Washington as assistant manager of the division of accounting, U.S.R.A. Subsequently he was appointed assistant comptroller. He re-entered the service of the Road in the capacity of assistant comptroller and was promoted to comptroller in November, 1920. He was also auditor of the Chicago, Milwaukee & Gary and general auditor of the White Sulphur Springs & Yellowstone Park, both subsidiary companies of The Milwaukee Road.

President Buford and Retired Vice President Gillick visit with C. L. V. Craft (left), 87, who retired as agent at LaCrosse in 1938 after 40 years with the railroad.



SAFETY AWARD

GOES TO LA CROSSE DIVISION

I AM particularly anxious to go to this banquet," the letter stated, "because I have waited 58 years for my division to win this award."

When Agent J. A. Ziebarth of Waterloo, Wis., who wrote the letter to Superintendent L. W. Palmquist, appeared at the Safety Award Banquet on the night of Apr. 20, it was with the same feeling of pride felt by the other 350 employe guests who had come from all over the division for the big event. No one knew better than those men employed on the division that a piece of railroad

perintendent Palmquist, representing the 2,300 employes of his division, received the trophy from President C. H. Buford.

Acting as toastmaster, A. N. Whitlock, vice president and general counsel, opened the after-dinner program, by calling attention to the La Crosse Division's excellent safety performance in 1949. Not only did the employes shove their standing up from fifteenth place in 1948 to first place in 1949, but they established a casualty rate of 1.56, which compares very favorably with the rate of 5.75 for the system as a whole. The record of no fatalities and only seven reportable injuries represented a reduction in injuries of 84 per cent in 1949 compared with the previous 12 months.

"We're especially proud of this division's record," Mr. Whitlock said, "but we're not satisfied. That's why we make the presentation of this award such an occasion.

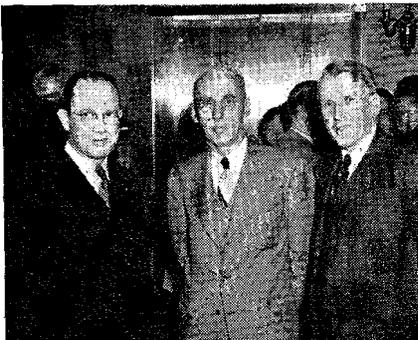
L. J. Benson, assistant to president, in charge of the division of safety,

told the group that "This contest has a lot to do with saving the lives and limbs of our employes. If it weren't for this safety program there probably are some people in this room who wouldn't be here."

A former La Crosse Division trainman, who is now seventh on the division seniority list, Mr. Benson, cited a number of examples of extremely unsafe practices which existed when he began railroading, and commented on the great improvement that has been made since.

Vice President J. P. Kiley spoke briefly, congratulating the employes on their excellent achievement, and commenting that he regarded the elimination of waste as his principal job on the railroad. "And that includes the waste of manpower and human lives," he said.

The crowd rose to its feet in a spontaneous ovation when J. T. Gillick, retired operating vice president, was asked to say a few words. Applause came again when he repeated his



Snapped in the lobby of the Hotel Stoddard prior to the banquet. Left to right: C. E. Crippen, general superintendent, Milwaukee; W. J. Cycmanick, traveling passenger agent, and John G. Wind, well known Hiawatha engineer, both of LaCrosse.

which hums with the activity of the La Crosse & River Division wins safety honors only by never-ending caution and safety-mindedness that extends around the clock.

The award, marking the ninth of the annual contests between all divisions of the railroad, was made at a banquet in the Hotel Stoddard in La Crosse on the night of Apr. 20. Su-

Superintendent Palmquist smiles and takes a firm hold on his prize as President Buford makes the presentation. L. J. Benson, in charge of the division safety contest, looks on.



1950 Goal: Reduce Accidents 15 Per Cent

The following statement, made by President Faricy of the A.A.R. on Mar. 22, sets the 1950 safety goal for all railroads and railroad employes:

“RAILROAD employes in 1949 set new records in safety of operations, both in terms of injuries to employes and to passengers riding the trains. Fatalities to passengers were so low as to be near the vanishing point, there being only one fatality for each one billion, four hundred million passenger miles traveled. Fatalities and reportable injuries to employes were the fewest ever recorded on the basis of man-hours worked. At the 1949 level of employe safety the average railroad employe could work some 60 years — nearly twice an ordinary working life — before meeting with any sort of reportable injury.

“Remarkable as that record is, there still is opportunity and need for further improvement. The greatest opportunity lies in the direction of improved employe safety, for a safe employe is more than just that — he is the key to improved safety all along the line. It is with this in mind that an improvement in employe safety of at least 15 per cent has been set as a goal for 1950.

“To help do the job, railroad men and women have at their disposal safe, efficient ‘tools’ for the production of transportation. But tools are safe only when they are operated by safe men and women. In the hands of careless individuals they may well become weapons of death and destruction, and especially is that true of railroads where the safety of so many is so dependent upon the safety practices of so few.

“Last year railroad men and women were more careful than ever before. 1950 is in your hands.”

once-familiar safety slogan: “Watch your step and use your head!”

President Buford, who formerly worked as trainmaster on the La Crosse Division and knows the difficulties the safety job presents, went straight to the point with the remark that “2300 employes who can go a year with 4½ million man-hours of work and set up the record you did have done a good job.”

“This is the happiest thing I could do,” he said as he presented the trophy to Superintendent Palmquist.

The latter, in accepting the trophy, thanked the employes for their “splendid cooperation in achieving the

record which resulted in the award.” He asked for a repeat performance and lauded the “foresight” of the employes in bringing the award to the La Crosse and River Division in the Centennial year.

A part of the group of employes at the Safety Banquet. A number were accommodated in an adjoining room. Standing at the speakers' table are, left to right: J. W. Severs, vice president—finance and accounting; J. P. Kiley, vice president—operations; L. J. Benson, assistant to president; A. N. Whitlock, vice president and general counsel (toastmaster); C. H. Buford, president; L. W. Palmquist, superintendent, LaCrosse & River Division; Hon. Henry J. Ahrens, mayor, City of LaCrosse; J. T. Gillick, retired vice president—operations; C. L. V. Craft, retired agent at LaCrosse; W. Hanson, chairman, LaCrosse Safety Council; C. T. Jackson, chief engineer; R. A. Dahms, district safety engineer [next three men not at speakers' table]. Also at the speakers' table, but not shown, were E. H. Woehrmann, secretary of the LaCrosse Chamber of Commerce; W. A. Dietze, public relations officer; J. A. Deppe, superintendent car department; and M. L. Medinger, district safety engineer.

For Pantry Prowlers

“FOR PANTRY PROWLERS” —That’s the eye-catching line that tops the announcement of the brand new midnight snack service on the Pioneer Limited, fast overnight train between Chicago and Minneapolis.

According to printed cards placed throughout the train, travelers who enjoy a light repast before they retire are invited to make themselves at home in the Tip Top Tap diner. The special menu features piping hot onion soup (said by some to be conducive to sound sleep) along with scrambled eggs and club sandwiches.

Although departure from the terminals is after eleven o'clock, the tap-diner is opened for service at 10 P.M.

In some ways we're getting tired of hearing about Socialism. Someone is beefing about it half the time. It gets monotonous.

There seems to be just one way of banishing the tiresome subject, once and for all: and that's by banishing Socialism. If we can get Socialism and the government-control trend out of government we'll hear no more about socialized-this and socialized-that.

—From “The Way Car,” published by The Belfast & Moosehead Lake R. R.

STATION NAMES ON THE MILWAUKEE ROAD



Madrid, Ia.

LIKE so many towns which suddenly grew up on the prairies, this one was already in the course of construction before the settlers took up the matter of giving it a name. One of the laborers who was on the heavy work was a constant talker, principally about the beauty of his home in Madrid, Spain. It is believed that the town-naming fathers fell under the spell of his rosy reminiscences, for there it stands today—Madrid, Ia.

Everett, Wash.

In 1890 it was uncleared forest—in 1892 it was a booming frontier town; mud and stumps, ox teams and stern wheel steamers anchored at the Snohomish River landing, breath-taking developments on every hand. Henry Hewitt, Jr., a wealthy young man referred to as "the father of Everett," had impressed a number of eastern rail officials and industrialists, including the Colby-Rockefeller interests, with its location for industrial plants and persuaded them to join forces with the local landholders. The projected town was named "Everett" in honor of the son of C. L. Colby, principal owner of the Wisconsin Central Railroad. In spite of

its almost miraculous early growth, Everett was distinguished from so many "boom" towns by sound, well financed planning. Through the ensuing half a century it has never stood still in progress.

Fox Lake, Wis.

The lake, the city and the railroad station here all bear the name of a Winnebago Indian chief, "Big Fox," who lived on the shores of the lake when it was explored by white men in the 1830s. The Winnebago word for fox was Hosh-a-rac-ah-tah, or Waushara, both having the same meaning. The settlement and post office were first named Waushara, but in 1856, the year the railroad was built through the territory, they were changed to Fox Lake.

Dakota, Minn.

The first settler in this little Minnesota hamlet was a New Yorker, Nathan Brown, who emigrated to Wisconsin by ox train in 1849 and located near what is now Wauwatosa. Searching later for the perfect home site, he pushed on to this woody spot on the west bank of the Mississippi and set up a store to trade with the Winnebagos and Chippewas who had

moved in after the warlike Sioux were re-located in South Dakota. The town supposedly took its name from the Sioux Indian word Da-ko-tah, meaning "union." According to hearsay, Brown granted a right of way to the railroad in 1877, in return for a pledge to forever maintain an open station at this point.

Mayfair, Ill.

Mayfair station, within the corporate limits of Chicago, was first named Montrose. It was an 80-acre tract which was purchased in 1864 for \$800. The present name is someone's nostalgic tribute to Mayfair, the fashionable West End district of London.

Two Dot, Mont.

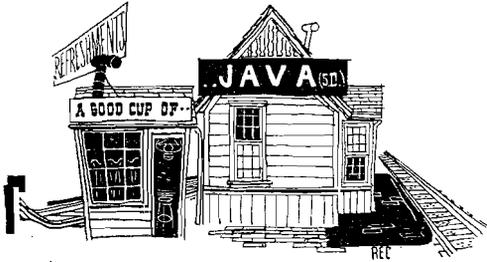
This main line town was named for a colorful character of the old West. "Two Dot" Wilson was a pioneer rancher and Indian fighter who located in Montana shortly after the Civil War. His sobriquet was derived from his brand, which was, as one might surmise, two dots. The town-site was built on his ranch. Today



Two Dot is a typical small cow town; has a store, post office, bar and garage. There is also the railroad depot, the sub-station for the electrification of the line, and a stock yards through which a great deal of livestock is loaded in the fall. On stock loading days the town takes on the look of an old time movie lot, with cattle, cow punchers and chuck wagons all over the place.

Java, S. D.

The man who put up a small refreshment shack at this railroad siding made history with a good cup of coffee. Train crews who stopped

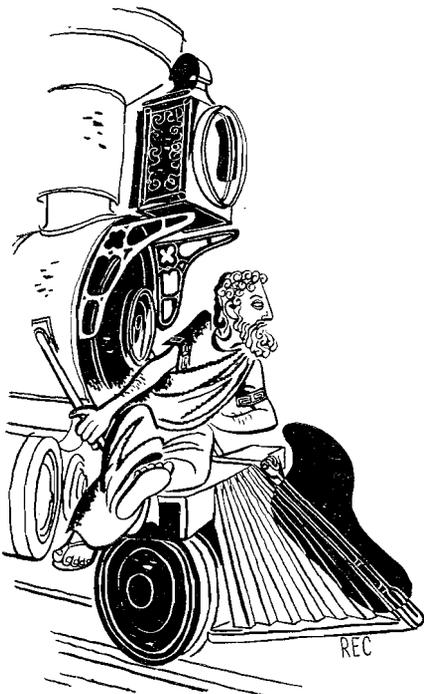


there smacked their lips over his particular brew and in no time at all they were referring to this oasis as "Java." By the time a few more buildings grew up around it and the settlement took on the display of a townsite, the name was firmly established.

Virgil, S. D.

In 1883, when the railroad was extended into Dakota Territory, the C. H. Prior Townsite Company was engaged to lay out the section between Mitchell and Ashton. The contractor, Mr. Prior, reserved for himself the privilege of naming the town in the center of the stretch and, being a Latin scholar, chose that of the great Roman poet, Publius Virgilius Maro.

O. W. Coursey, the South Dakota poet and author who grew to manhood at Virgil, was the son of the railroad's first agent-section foreman.



May, 1950

The town saw its greatest prosperity before the advent of automobiles. On wintry nights the general store is the scene of cracker barrel discussions about the good old days when the town boasted of two newspapers and the only liquor dealer within a radius of 100 miles.

Canton, S. D.

The authority for this name is Homer Croy, Missouri-born author who writes of the native American scene. The following is from "Corn Country," a report on pioneer customs and folkways:



"The people believed the town was diametrically opposite Canton, China. Becoming curious myself to know if they'd hit it on the nose, I wrote to the Department of the Interior, Geological Survey, Washington, D. C. I'll have to report they didn't. Canton, China, is opposite a point in the Atlantic Ocean, south and a little east of Bermuda. Fortunately, the people of Canton, S. D., didn't know this and went happily ahead."

Viroqua, Wis.

Old records reveal that this city was known as Farrell at one time, but give no reason for its subsequent change to Viroqua. However, there is a belief, substantiated by a poem which appeared in *The Milwaukee Sentinel* many years ago, that it may have been named for an Indian maiden who had a tragic romance. The poem, entitled, "Indian Maiden's Leap to Death," describes the prairie home of the Kickapoo Indians, the departure of Viroqua's chieftain sweetheart to war on an enemy tribe, the extermination of the Kickapoos in battle, and the grief-stricken Viroqua's plunge to death from the high rock where she and the chieftain had met. It is not known if the poem is

based on fact, but it describes faithfully the city's location, its environs, and the courthouse rock with its deep cleft.

McGregor, Ia.

The present site of this town was originally known as Coulee des Sioux, a name given to it by an early French missionary. In 1836 an immigrant, Alexander McGregor, was one of a party which crossed to this point from Prairie du Chien in a flatboat. Recognizing the need for a ferry, McGregor determined to run one and when Iowa was opened to white set-

tlement, McGregor's ferry prospered. When the Winnebago Indians were moved to Fort Atkinson in 1840, friction developed between McGregor and the American Fur Company which contrived to open a new trail to the fort which left the river at the upper ferry landing. McGregor's Landing thrived nevertheless and a town was surveyed there in 1846. By 1850 it was a busy river settlement. Augustus Ringling, father of the famous circus family, was a harness maker in McGregor from 1860 to 1872. His seven sons gave one of the first performances of their circus in the town.

Iron River, Mich.

This city of 5,000 is so named because of its location in the mine-studded valley of the Iron River. It was originally a mining camp called Nanaimo, which sprang up around 1880 with the first mineral explorations in the territory. The adjacent communities of Mineral Hills, Stambaugh, Caspian and Gastra were also mining settlements. The Iron River derives its name from the rust colored waste water which is pumped into it from the iron mines along its banks.



"Congratulations to you, Roy, and to all the employees of the Madison Division." With these words and a hearty handshake, President Buford presented the Fire Prevention Trophy to Division Superintendent F. R. Doud. L. J. Benson, assistant to president, is in the center. At the right is Vice President J. P. Kiley.

MADISON DIVISION RECEIVES FIRE PREVENTION AWARD

FOR THE fourth time since the Fire Prevention Trophy was offered in division competition, the Madison Division has won it, and the group of approximately 175 employees who sat down at the trophy luncheon in Madison, Wis., on Apr. 19 was there for another curtain call.

Having won the trophy in 1940, 1941 and again in 1944, as well as in 1949,

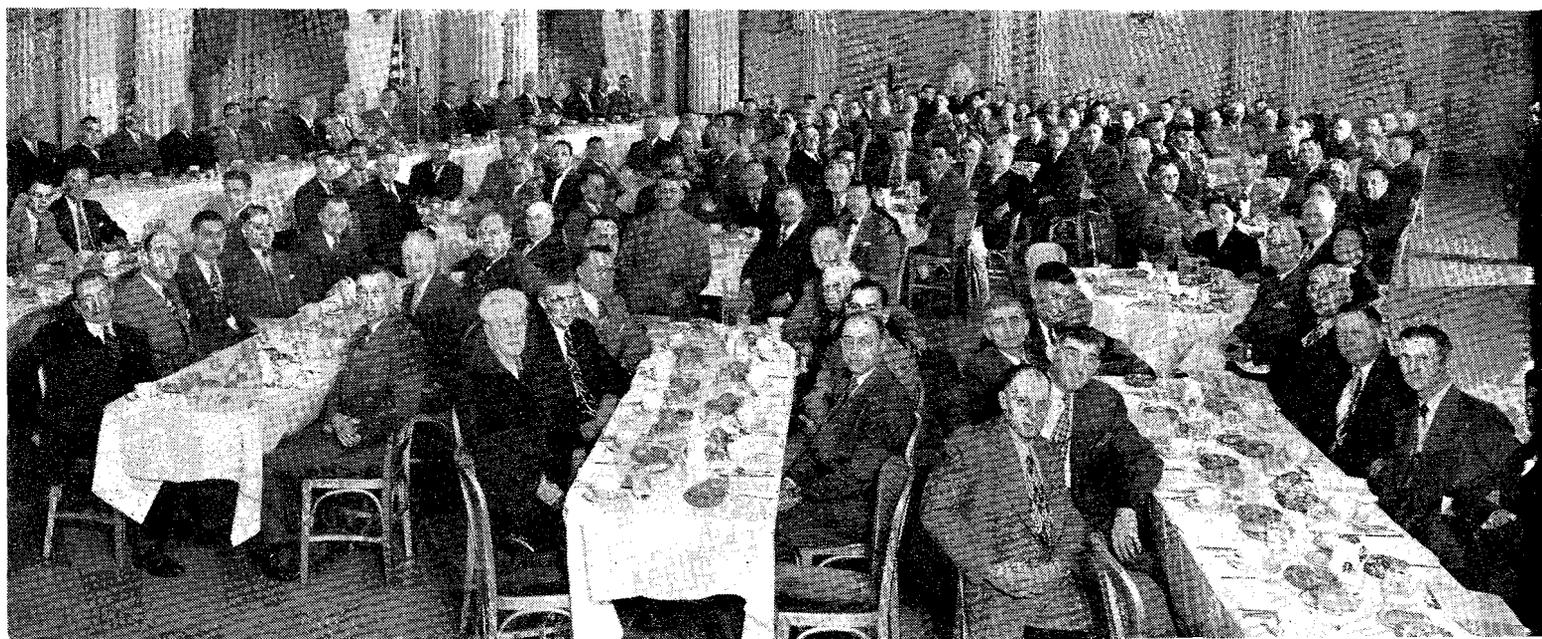
the Madison Division is well ahead of the law of averages, as M. L. Bluhm, general solicitor, who served as toastmaster at the luncheon, pointed out.

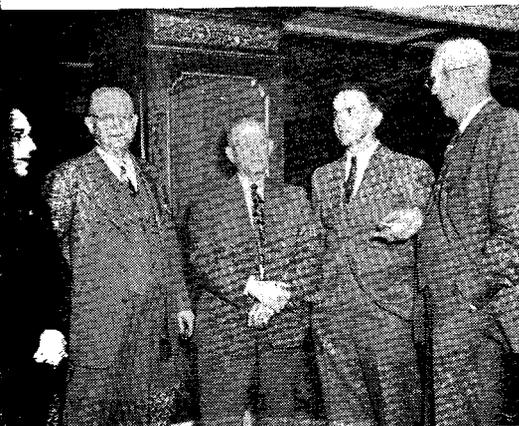
L. T. Crowley, chairman of the board and a native of Madison, led off the speaking program in a Centennial mood, reminding his audience that The Milwaukee Road had entered the city of Madison 96 years ago.

Stressing the safety aspect of fire prevention, Mr. Crowley said, "Those of us whose families have been associated with the railroad many years appreciate the importance of protecting each other." He then commented on the long years of service of many officers and employes present, emphasizing particularly the impressive number of service years represented

Scene in the Crystal Room of the Loraine Hotel during the Fire Prevention Trophy Luncheon. Seated at the speakers' table, left to right: J. A. Deppe, superintendent car department; Edward J. Page, Madison fire chief; T. W. Burtness, secretary of The Milwaukee Road; C. T. Jackson, chief engineer; C. E. Crippen, general superintendent; Harry J. Burczyk, industrial commissioner, State of Wisconsin; L. J. Benson, assistant to president; L. T. Crowley, chairman of the board; M. L.

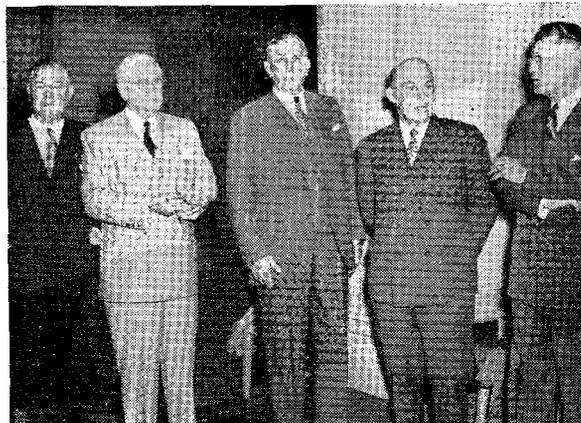
Bluhm, general solicitor; C. H. Buford, president; F. R. Doud, superintendent, Madison Division; J. P. Kiley, vice president-operations; Leonard G. Howell, Madison city manager; Samuel Bryan, public service commissioner, State of Wisconsin; Voyta Wrabetz, chairman, Industrial Commission, State of Wisconsin; John R. Lange, fire marshal, State of Wisconsin; J. R. Wilson, chief engineer, Marsh & McLennan, Inc.; and D. H. Phebus, general storekeeper.





Right: L. T. Crowley, chairman of the board (second from left), was present for the affair in his home town of Madison. At his right is Assistant to President L. J. Benson. The others, left to right, are: General Solicitor M. L. Bluhm, President C. H. Buford, and F. R. Doud, Madison Division superintendent.

Below: L. J. Benson explains the rules of the fire prevention contest to Leonard G. Howell, city manager of Madison, Wis., as the latter examines the trophy. At the left is M. L. Bluhm, who acted as toastmaster.



The signalmen talk shop at the Madison Trophy Luncheon. Left to right: L. B. Porter, superintendent of telegraph and signals; F. W. Bornitzke, Madison Division supervisor of telegraph and signals; E. M. Shoemaker, general chairman, B.R.S. of A.; J. W. Peckham, signal maintainer, Madison; and R. G. Bartels, signal maintainer, Madison.



by the officers at the speaker's table.

Commenting on the fact that only one fire, which resulted in a loss of \$6.00 was charged against the Madison Division, L. J. Benson, assistant to president, in charge of the Road's fire prevention program, reminded his audience that they should always bear in mind that every fire is a little fire when it first starts. Consequently, it is the *number of fires* and not the cost that is fundamentally important.

Mr. Benson pointed out that The Milwaukee Road suffered a total fire loss of \$190,000 in 1949, compared with \$87,000 in 1948. The principal loss last year was in the burning of the Milwaukee Road Ski Bowl in the Cascade Mountains. Other outstanding losses included a Diesel switch engine—\$23,000; seven older-type passenger cars—\$15,800; and \$10,000 worth of freight cars. The fire loss in the United States as a whole amounted

to \$670,000,000, he told the employees.

In presenting the trophy to Superintendent F. R. Doud, President Buford commented further on the importance of the fire prevention program and congratulated the employees of the division on having given evidence of their appreciation of its importance.

After thanking the employees for their conscientious effort, Mr. Doud sounded an inspirational note.

"You will be called upon to do many things for which you will receive no silver cup," he said, "but the reward in your conscience will be far more satisfactory".

Move Rail Mill to Tomah, Wis.

THE enlargement of the Savanna (Ill.) yard, one of the biggest engineering projects to be undertaken on the railroad this year, got under way the latter part of April.

The plan provides for the shifting and relocation of five miles of track and the laying of 15 miles of new track. In order to do this, the railroad stock yards and several industries are being relocated and the rail mill building is being torn down. The mill machinery is being moved to Tomah, Wis.

The additional trackage will permit longer trains to enter and leave the yard without doubling and will allow for solid blocks of cars to be assembled going east and west out of Savanna. It will also speed up the handling of cars at the Chicago and Milwaukee terminals by relieving congestion in bad weather.

The changes at Savanna will require an estimated expenditure of \$1,086,363, which includes the cost of 308,000 cubic yards of grading changes now in progress under contract. Grading is expected to be finished by June 1, and the track work by approximately Sept. 1. Assistant Engineer R. D. Claborn is in charge of the Savanna work.

The cost of enlarging the facilities at Tomah to accommodate the Savanna equipment is estimated at \$92,115. Included in this expenditure are the enlargement of the present equipment, the removal of eight tracks to make storage space for rail and fastenings, and the construction of additional tracks to serve relocated industries. Cropping and drilling rail with the new facilities is expected to start around June 1.

Sales Manager: "What's this big item on your expense account?"

Traveling Salesman: "Oh, that's my hotel bill."

Sales Manager: "Well, don't buy any more hotels."

Causes of Fires — 1949

Cause	No. of Fires	Cost	Cause	No. of Fires	Cost
Locomotive Sparks	38	\$ 3,968	Car Heaters	4	\$ 434
Hot Box	22	5,107	Locomotive Backfire	3	175
Trespassers	17	18,435	Derailments	2	2,465
Grass Fires	16	206	Chimney Defects	2	489
Electrical Defects	14	109,442	Consignees Built Fire	2	335
Adjacent	14	11,387	Careless Burning	2	320
Cigarettes	11	2,016	Acetylene Torch	2	130
Locomotive Coals	9	1,254	Oil Line Leak	2	25
Chimney Sparks	9	204	Propane	1	10,000
Brake Shoes	8	9,058	Flagging Equipment Bag	1	8,000
Miscellaneous	7	1,536	Fusee	1	300
Overheated Stoves	5	2,743	Waste Torch	1	300
Spontaneous Ignition	5	1,430	Weed Burner	1	80
Exhaust Sparks (Motor)	4	867	Lightning	1	10

Presidents of the chapter, past and present, review the quarter of a century record. From left: Mrs. George H. Gunn, 1935-36; Mrs. J. M. Brennan, 1939-40; Mrs. Helen Brueckner, 1944; Mrs. F. T. Buechler, general director; Mrs. George Bloomer, 1948-49; Mrs. Anton Johnson, 1950; Mrs. Russell Anderson, 1945-46.



green bay chapter of the women's club MARKS SILVER ANNIVERSARY

THE FESTIVE appearance of the dining room in the Beaumont Hotel at Green Bay, Wis., drew many admiring glances as members of Green Bay Chapter of the Milwaukee Road Women's Club foregathered there for luncheon on Apr. 19. The flash of silver in centerpieces and favors, contrasted with tall pink candles and baskets of spring flowers made a brilliant showing against the room's decor.

The occasion for the handsome turnout was the observance of the chapter's 25th birthday anniversary. Approximately 85 members in the Green Bay area attended. Mrs. F. T. Buechler, wife of the superintendent of the Superior Division and a general

director of the club, presided and introduced the various events.

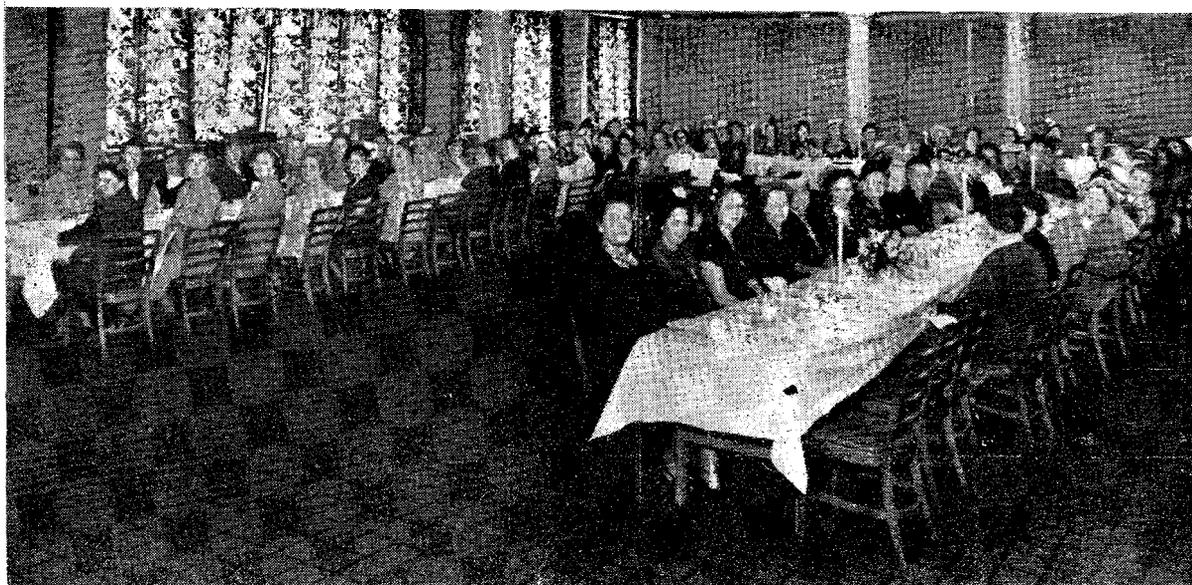
The principal speaker was Miss Etta N. Lindskog, secretary-general of the organization with headquarters in Chicago. Her talk outlined the growth of the chapter from its founding days in February, 1925, to its present quarter of a century performance. Replete with encouraging statistics, it covered the welfare work for families of Milwaukee Road employes both active and retired, the outstanding good cheer program carried on for those confined in hospitals and at home, and the social plan for the benefit of employes' families.

Miss Florence Gotto was the featured entertainer, with a program of

songs. She was accompanied by Mrs. John Dinwoodie on the piano. The meeting closed with the playing of the two Centennial year songs, the "Centennial March," and "On the Old Milwaukee Road."

When Green Bay Chapter was organized in 1925, the charter drive lined up 67 members. Fourteen of this original group were present at the anniversary get-together. The present membership is a round 500.

Mrs. Anton Johnson is president of the chapter for 1950. With Mmes. W. F. Kramer, Howard Gibbs and Joseph Brennan, Mrs. Johnson supervised the anniversary celebration. Their splendid arrangements were recognized with a vote of thanks.



Scene in the dining room of the Beaumont Hotel during the anniversary luncheon. Officers and past presidents are seated at the far table.

Here's Why!

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

Friends Smooth the Rough Spots . . .

Where else would you find a place to work among 30,000 friends? I like to work for The Milwaukee Road because I like friendly people, and my job, to be done efficiently, requires the cooperation of fellow employes. I find it on the Milwaukee, and I appreciate it, for it lightens my work.

*W. H. Applegate,
District Adjuster,
Aberdeen, S. D.*



S. M. Turner



W. H. Applegate

Building Pioneer . . .

We have departments devoted to agriculture, to industry, to engineering, designed to aid those who want help in developing the resources in the communities through which our road passes. Through this I feel that I have a part in the building of our country. I fought overseas in the war. We did a good job of tearing up the cities and towns and railroads of the enemy. But that doesn't mean as much to me as my job here. Here on the railroad I am helping to build something, not tear it down.

*Sterling M. Turner,
Agent, Welton, Ia.*

A Case of Mutual Trust . . .

When I stop to consider why I like to work for this railroad, the answer comes as swift and sure as one of our own smooth powered Diesels: "Because, while giving me an opportunity to make a good living in a friend-

ly atmosphere, with possibilities for advancement through the job-rated system, it has given me an understanding of the necessity for the rules and regulations that mean the happiness and safety of its large family; it has convinced me that security—a real sense of it—is to be had in mutual trust between management and employes, and it has made me appreciate that the quality service offered by The Milwaukee Road is never accident, that it is the result of teamwork built through mutual understanding."

*Dorothy Pettel,
Steno-Clerk,
Milwaukee, Wis.*

Approval of Policies . . .

I like to work for The Milwaukee Road because the rule of "safety first" is applied in all classes of service for the protection of employes, and to everything pertaining to transportation and service for the public. I like the fair and impartial treatment of subordinates by officials and fellow workmen, and the courtesy and consideration shown to patrons.

*Bert N. Merriam,
Engineer, Sanborn, Ia.*



B. N. Merriam



R. H. Bronoel

Party Line . . .

There is something about passing trains that thrills the heart of every boy, and to be able to operate them is as much of a thrill to an adult. I am a telegrapher and know what is going on at all the other stations on

the division. By knowing all of the fellows personally, I feel like one of a big happy family.

*Robert H. Bronoel,
Telegrapher-Cashier,
Appleton, Wis.*

No Hazards Here . . .

You don't have to be afraid to work for The Milwaukee. The Milwaukee has made its railroad a safe place to work, through its efforts in carrying out safety first programs. I like the name and respect The Milwaukee Road has, the good working conditions, the wages, the friendly atmosphere, and the good judgment of the management in selecting and instructing its officials.

*Henry G. Geu, Agent,
Mt. Carroll, Ill.*



A. L. Mastin



H. G. Geu

When the Cars Roll By . . .

I often hear remarks like this: "I have ridden on lots of trains, but those Milwaukee Hiawathas are really something." I like to watch the cars of oil, grain, coal, meat and so on, go rolling by. I know that these cars and locomotives are carrying the produce that makes for comfort and good living, and I know that my railroad is one of the forces that help to make America the grandest place on earth to live.

*Albert L. Mastin,
Crossing Flagman,
Cedar Rapids, Ia.*

That Friendly Tradition . . .

"Friendliness is a Milwaukee Road tradition," the slogan on our pencils states. Any child along the right of way who has waved to the trainmen, any passenger who has received aid from a sympathetic porter or information from a helpful ticket agent, any businessman who has met a rail representative, anyone who has heard one good-natured ribbing of the laborers knows this friendliness. This, I think, is the best reason of all for liking The Milwaukee Road.

*Beverly Anderson,
Sioux City, Ia.*

Rail Tales

The Naming of the Hiawatha

by C. H. Bilty

Retired Mechanical Engineer,
Milwaukee, Wis.

ALL prominent trains are given a name, as well as a number, and as The Milwaukee Road's new high speed train was to be the crack train of the system, considerable interest developed with regard to the name it would carry.

Through The Milwaukee Magazine an invitation was extended to suggest a name for it, and with the contributions of the general public, who also participated, hundreds of names were submitted.

A member of my mechanical engineering force, C. H. Brophy, and I both offered the name of Hiawatha.

This name seemed to be appropriate, since the new train would traverse a country rich in Indian lore, passing through the city of Winona (Wenonah being the name of Hiawatha's mother) and the run terminating at Minneapolis where Minnehaha Falls is located. Minnehaha was the wife of Hiawatha.

Such a name would lend itself to further carrying out or expanding on the story of Hiawatha, such as naming the cars after principal characters or objects in the story.

The operating department suggested that it be named "A-1", but there were a number of articles carrying this name, including a popular brand of shirts and a meat sauce. Later the operating department was sort of mollified by giving the locomotive the designation of "A-1".

The passenger department wanted a short name that could be easily remembered, and one that would indicate great speed. They suggested the name "Flash".

This name would not lend itself to the expansive idea, either. On the other hand, nearly every youngster had heard of Longfellow's Hiawatha. If something denoting speed was desired, this fellow Hiawatha surely met all requirements:

*"Swift of foot was Hiawatha;
He could shoot an arrow from him
And run forward with such fleetness
That the arrow fell behind him!"*

However, in order that the name Hiawatha not be mislaid, an intensive program of propaganda was started.

In correspondence with the locomotive builders we continually referred to the locomotive as the Hiawatha and in the course of their voluminous correspondence with the railroad company, they soon fell into the habit of referring to it as the Hiawatha.

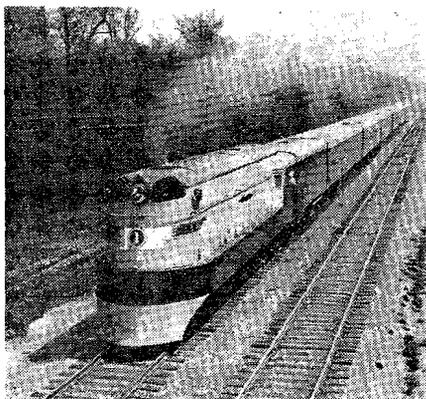
Several diagrams showing proposed color schemes were submitted to the management, and on each one the name of Hiawatha occupied a prominent position.

In some way copies of "The Song of Hiawatha" by Henry Wadsworth Longfellow found their way to the desks of the railroad officers from the president down.

A young man calling on the daughter of the late Vice President Sparrow was influenced to bring the name of Hiawatha into the conversation each time he put in an appearance at the Sparrow home.

Mrs. Norman C. Naylor, wife of the vice president of the American Locomotive Company, contributed a piece of poetry entitled "Song of the Streamlined Hiawatha," which also found its way to the desks of the officials. A sketch showing Hiawatha running at high speed and passing beneath the arrow he had shot from him was developed and widely distributed. This figure was later adopted as the Hiawatha emblem.

So, with this name constantly be-



The first of the Hiawathas as it took to the rails on May 29, 1935.

fore them, the other names gradually faded from the vision of those who were to make the decision, and there was nothing left to do but adopt the name of Hiawatha.

At the time this was going on, Mr. Brophy and I thought we were the first to apply the name of Hiawatha to railroad equipment, but we were surprised to find later that the Philadelphia and Reading Railroad constructed a locomotive in their shops in 1859 which was given the name of Hiawatha. But it was dubbed plain No. 58 in 1871, so we had nothing to worry about.

Doctor Metz Named A.A.R. Medical and Surgical Head



Dr. A. R. Metz

DR. A. R. METZ, chief surgeon of The Milwaukee Road with offices in Chicago, was recently named chairman of the medical and surgical section of the A.A.R. Dr. Fuller Nance of Baltimore was appointed vice chairman.

Doctor Metz was born in South Whitley, Ind., on Jan. 17, 1887, and educated at Indiana University and Rush Medical College. He entered the service of The Milwaukee Road in 1913 as assistant chief surgeon and served in that capacity until 1927. During that period he was also assistant company surgeon for the Pennsylvania. In 1927 he became chief surgeon of the Road; also, surgeon for the Terminal Division of the Pennsylvania and for the Chicago Union Station Company. In addition to his professional services to the railroad he is associate clinical professor of surgery at Rush Medical College and associate professor of surgery at Northwestern School of Medicine.

A person remains immature, whatever his age, as long as he thinks of himself as an exception to the human race.

—H. A. Overstreet

What is a luxury? In Berlin it may be a door-knob. In Italy it's likely to be an unfrayed shirt, or an electric light. In France it's hot water and a cake of soap. In England it can be any one of many things the Socialist government has decided are "not essential."

What about our country? You'd have to look pretty hard to find an American who thinks that a radio, or even an automatic refrigerator, is a "luxury." And only in the biggest cities is an automobile ever classed as such.

Tapestry bags and old prints engage the attention of Mrs. Alfred Grassman, Mrs. Ed May and Mrs. Alvin Rosenow (left to right).



women's club displays

TALENTS AT TOMAH

by Mrs. Earl Marquardt
President, Tomah Chapter

TOMAH (Wis.) Chapter of the Milwaukee Road Women's Club held its spring luncheon and "talent display" on Apr. 12 at the Legion Hall. Despite unseasonably cold weather, 83 members turned out. A committee of nine prepared the meal and the tables were tastefully decorated with flower centerpieces. The latter represented the talent of Mrs. Vern Lamb who also made corsages for the guests of honor. Mrs. Haltrop, a former missionary to China, was the headlined speaker. In connection with her talk, "Transportation in China," she showed several interesting examples of Chinese handiwork.

Following a business meeting, the members made the round of the "Talent Display," which had been ar-

ranged by Mrs. Oliver Kammuller and Mrs. Raymond Utke. The articles on exhibit illustrated many types of hobbies and handicrafts, ranging in size from rugs to tiny baby clothes. For example, there were stuffed animals, fancy pins, book ends, belts, a large variety of embroidered and crocheted pieces, quilts, bedspreads, textile painting, bags—truly a beautiful representation of the nimble-fingered talent of our railroad women.

A large crocheted doily made by Mrs. Howard Livingston was donated to the club and auctioned among the members. Mrs. Everett Allen was the lucky bidder. The money realized went into the ways and means fund.

Ever mindful of money-making activities for its various philanthropies,

the chapter held a bake sale on Apr. 1. The venture netted over \$60. Tomah Chapter has an active welfare program. Every Thursday five members take their turn in Red Cross work, visiting the local veterans' hospital to sew and mend for the patients. On the Wednesday preceding Easter, Mrs. Earl Marquardt, president, and Mrs. Leslie Gamerding and Mrs. Raymond Gleason, good cheer chairmen, called on the shut-ins and delivered Easter flowers.

Officers for 1950 are, in addition to Mrs. Marquardt, Mrs. Louis Gray as first vice president; Mrs. Leon Johnson, second vice president; Mrs. Leo Semrau, secretary; Mrs. Frank Rudoll, treasurer; and Mrs. Edwin Eirschele, historian.

Officers of the chapter inspect an embroidered kimona. From left: Mrs. Earl Marquardt, president, Mrs. Leo Semrau, secretary, and Mrs. Frank Rudoll, treasurer.

A corner of the club rooms, showing the good-sized crowd which attended the talent display and spring luncheon.





If it's about The Milwaukee Road it goes into Robert's scrapbook, and although Mrs. Lark doesn't claim to be an expert on the subject, she recognizes a good news item when she sees one. Note the Milwaukee Road calendar and the system map showing the route of the Hiawathas outlined in map pins.

Another candidate for president

SATURDAY, May 29, 1948. "This is a proud day for The Milwaukee Road," said President C. H. Buford addressing the crowd in the train shed of the Chicago Union Station. "It is a proud day for me, too, because . . . this is the first time I have had the privilege of participating in the launching of a Hiawatha."

A tall boy of 14 inches closer to the bunting-draped speakers' platform and looked on, all eyes and ears, while press, radio and television recorded the scene. In the crowd which had assembled to watch the christening of the Afternoon Hiawatha, fifth edition of the Milwaukee Road's famous speedliners, it is doubtful if anyone had a more profound interest in what was taking place. Robert

Robert finds fascinating reading in books and periodicals about railroads. Here, surrounded by his railroad memorabilia, he pores over "The Milwaukee Road" by August Derleth.

Frederick Lark was thrilled to stand alongside the man who pulled the strings for the big show—the president of The Milwaukee Road.

Robert was brought to the attention of The Milwaukee Magazine by H. F. Bitz, agent at Evanston, Ill., who read about young Eugene Knol, the boy from Blue Earth, Minn., who wrote to President Buford asking what he should do to become a railroad president. "A similar situation exists here", wrote Agent Bitz. "This boy inquired of me long before he had finished grammar school what he should do in regard to his education to attain the presidency of The Milwaukee Road. Why the Milwaukee? Only he can answer that question, but if there ever was a boy who had his heart set on a particular industry, a particular company and a particular job, he is the one.

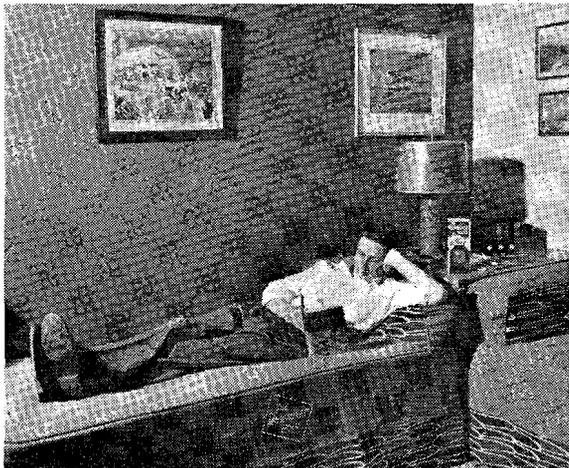
"Robert is 16 and a sophomore at Evanston Township High School where he is preparing for college. He

has been on the high honor roll from the beginning and is an athlete, having won both his freshman and sophomore letters in football, baseball and basketball.

"His mother tells me that he talks, boosts and lives 'Milwaukee Road' during most of his waking hours and that she is sure his dreams are coloured by the same theme. At school the names 'Bob Lark' and 'Milwaukee' are synonymous. One of his friends remarked recently that if anything was found which bore the Milwaukee Road insignia, the owner was self-evident—Robert's pen, pencil, bill-fold, pocket knife, key ring and jackets all carry the Milwaukee Road emblem."

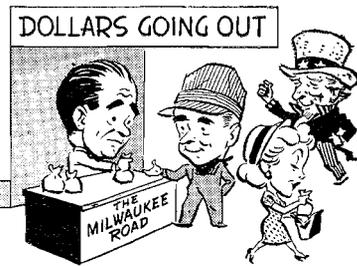
How this all started is hard to determine, but Robert's parents, Mr. and Mrs. Milton Lark, attribute it to the large amount of traveling they have done on The Milwaukee Road with their children—there is six-year-old Jimmy in addition to Robert. At the age of eight Robert was al-

With his father (left) and Agent Bitz as onlookers, Robert works on the new setup for his model railroad in the basement of the Lark home. Most of the engines and cars are replicas of Milwaukee Road equipment.





How are we doing?



	MARCH		THREE MONTHS	
	1950	1949	1950	1949
RECEIVED FROM CUSTOMERS				
For hauling freight, passengers, mail, etc. . . .	\$19,487,247	\$20,586,505	\$52,321,046	\$57,632,763
PAID OUT IN WAGES	9,941,686	10,423,359	28,584,112	31,743,698
PER DOLLAR RECEIVED (CENTS)	(51.0)	(50.6)	(54.6)	(55.1)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance	599,383	653,178	1,729,768	1,928,599
PER DOLLAR RECEIVED (CENTS)	(3.1)	(3.2)	(3.3)	(3.3)
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest	8,474,675	8,677,203	24,705,542	25,887,283
PER DOLLAR RECEIVED (CENTS)	(43.5)	(42.1)	(47.2)	(44.9)
NET INCOME	471,503	832,765		
NET LOSS			2,698,376	1,926,817

ready a rail fan and was permitted to travel alone to his grandparents' home in Omaha. In all, he has taken about 25 trips on the Hiawathas, including one on the maiden run of the northbound Olympian Hiawatha.

"Naturally, a boy so wound up on the subject of the railroad must give it concrete expression", wrote Agent Bitz. "Robert has found it in talking with Milwaukee Road people and in corresponding with various officers, including President Buford and his predecessor, H. A. Scandrett. In addition, he works on a model railroad which is to be a Milwaukee Road replica, and on a collection of Milwaukee Road data.

"This collection is something you must see, in order to believe. I have been in this business for many years and I have never seen anything that would even approach what he has done. It is all displayed in his room, which is decorated in The Milwaukee Road color scheme and set up to resemble an office, with the pictures, maps and treasures he has been collecting since he was nine playing a prominent role. Everything about it

is extremely neat, but this same precision is evident in whatever Robert does, even to the arrangement of his clothes in his closet and bureau.

As Agent Bitz stated, this collection has to be seen to be appreciated. The door to Robert's room is posted with a Milwaukee Road placard bearing a bowing Hiawatha figurine. Once inside, colored pictures of Milwaukee Road scenery and equipment on every wall vie for attention. The bookcase is filled with railroad literature, and railroad magazines are spread invitingly on a table (Robert receives five, including, of course, The Milwaukee Magazine). Projecting into the room is a desk whose glass top overlays a system map and various pictures of rolling stock. The blotters and pen are stamped "Milwaukee Road". Above the desk hangs a framed map of the United States with the route of the Hiawathas blazed across it in red map pins. A calendar picture of Milwaukee Road locomotives is pasted to the wastebasket, and the bedspreads feature large Milwaukee Road emblems. Robert does not smoke, but there are Milwaukee Road

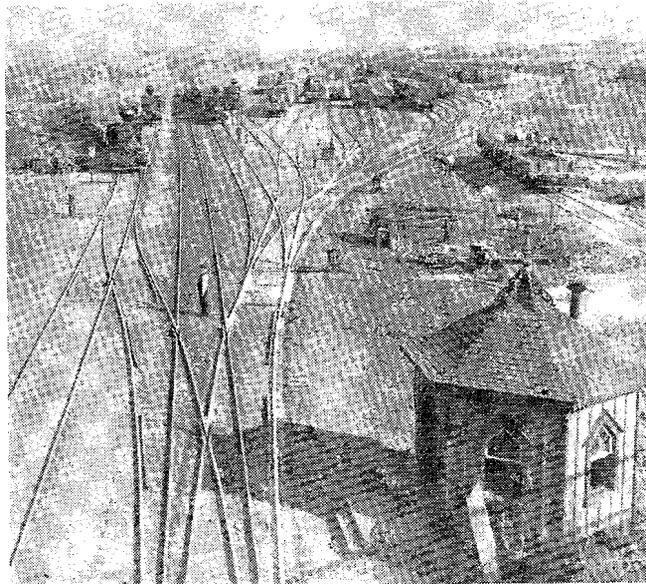
ashtrays and matches for guests who do.

Robert has worked hard over his room and is proud to show it to visitors. He is a serious-appearing boy, but when he talks about his scrapbooks, his Railroad Fair mementoes, his collection of timetables, or any other of his well-catalogued railroad souvenirs, he lights up with animation. If his visitor has time, Robert will volunteer to show the colored movies which were taken on a family trip to the Coast in 1948.

At the present time Robert is giving serious thought to his education. Agent Bitz, his mentor, has pointed out that President Buford is an engineer, but Robert counters with the fact that Mr. Scandrett prepared for the role of president via law school.

"I have never seen a boy whose ambition was more steadfastly centered on a goal", says Mr. Bitz. "Truly, if anyone has a right to look forward to being president of a railroad, here is a boy who has such a claim. In the meantime, we are always glad to see Robert at the Evanston office—a frequent visitor."

How well do you remember your railroad?



IN Centennial mood, we are this month changing the question from "How Well Do You Know . . . ?" to "How Well Do You Remember Your Railroad?" The pictures are a couple of oldies, both of which are today so completely changed as to bear no resemblance to the pictures.

But in their day they were distinctive, and those whose years of service reach back far enough may remember.

For the answers, please turn to page 46.



How Long Do Railroaders Live?

RAILROAD men live longer, generally, than they used to, according to new life-expectancy figures recently released by the Railroad Retirement Board. These figures, when compared with earlier life-expectancy tables, show not only that a greater number of railroad employes live to retirement age, but that they live longer after they retire. Thus the retirement benefits they receive under the Railroad Retirement Act are more valuable.

Most railroad men live to retirement age. The number of railroad men out of 100, at given ages, who will live to age 65 are as follows:

- At 30 years of age, 69
- At 40 years of age, 71
- At 50 years of age, 76
- At 60 years of age, 88

Railroad men retiring at age 65 will, on the average, live 13 years after they retire. Out of 100 railroad men retiring at age 65—

- 82 will live to age 70
- 40 will live to age 80
- 9 will live to age 90

The number of years railroad men will live, on the average, after retiring on disability annuities, for given ages at retirement, are as follows:

- At age 40, 19 years
- At age 50, 14 years
- At age 60, 10½ years

This group consists of men retiring under the occupational disability provisions of the act and includes many who are actually totally disabled. About 80 per cent of current disability awards are made under these provisions of the law.

Women railroad workers retiring at age 60 will, on the average, live for 17½ years; those retiring at age 65, for 14 years.

It should be remembered that the figures printed here represent averages applicable to large groups of individuals, and they should not be taken as a prediction of the actual lifetime of any one person, which may be shorter or longer than the group average.

A. J. Berry Completes Grain Study Course

ARTHUR J. BERRY, city freight agent, was among the group of Chicago traffic men who recently completed a study course on the subject of "Grain and its Marketing," according to an announcement



A. J. Berry

from the Grain Exchange Institute, Inc., in Chicago. The course covers the fundamentals of grain growing, handling, marketing, transportation, and grain exchange procedure. It is offered annually, beginning in November, and consists of approximately 20 weekly lectures conducted by members of the exchange who are active in the trade.

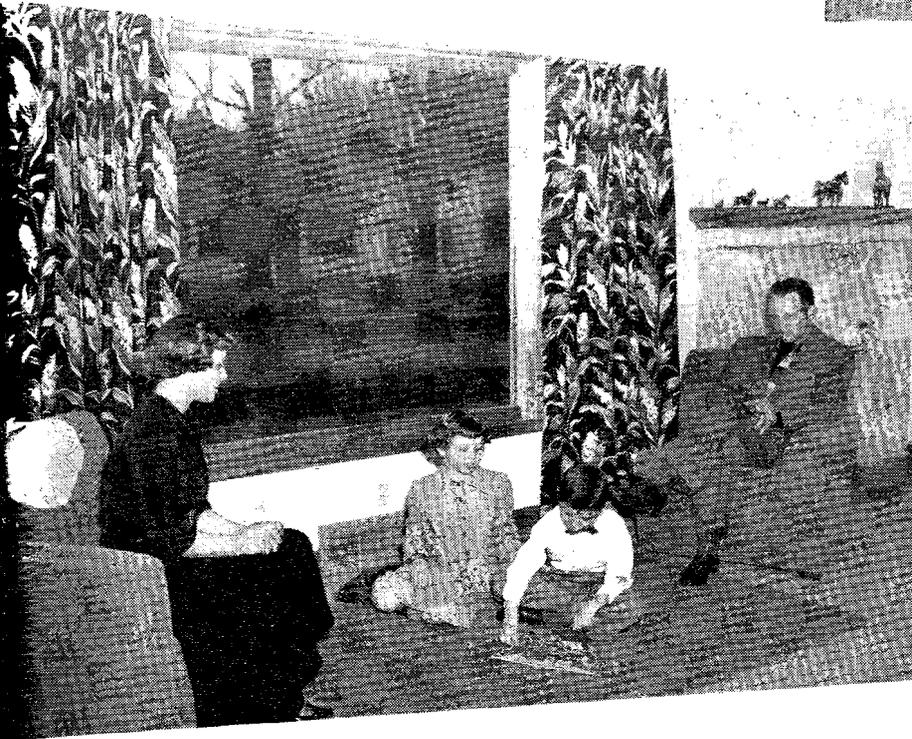
Berry started with the Road as a clerk-stenographer in the Chicago law department in July, 1936. He became secretary to vice president—traffic in January, 1938, and was promoted to city freight agent in November, 1945. He undertook the study course last fall to gain a more thorough understanding of the commodities which he solicits for shipment on the railroad. Among the prominent firms in his territory are Allied Mills, Inc., Cargill, Inc., General Mills, Inc., Quaker Oats Co., Standard Milling Co., Hales & Hunter Co., Continental Grain Co., Norris Grain Co., Stratton Grain Co., and J. S. Templeton's Sons.

Here's a good answer next time somebody tries to get you out of bed before you're ready to get up: Scientists say that their studies of animals show that "the more intelligent they are, the more sleep they need."

"If we can prevent the government from wasting the labors of the people, under the pretense of caring for them, they will be happy."

—Thomas Jefferson

The Milwaukee Road Magazine



Mr. and Mrs. Phillips enjoy a restful family hour in the living room with Mike, age 8, and Nancy, 9. The collection of horses on the mantel is Mike's hobby.

HE BUILT HIS OWN CASTLE

THE BEST thing about the housing shortage is that it has shown up the enterprise of young Americans and the advantage of living in a country where every home is a man's castle.

One day last spring H. L. Phillips, a young brakeman at Mason City, Ia., analyzed the housing situation and decided that if he were ever to have his dream home, he would have to build it himself. Encouraged by his wife, he drew up the plans and on Apr. 20 he stood by while the ground was broken. By Christmas he had the satisfaction of installing his family in a modern ranch-style home, complete with the conveniences that make for comfortable living.

Phillips acted as his own contractor and employed outside labor only for the concrete pouring and brick setting. All of the other work was done in his spare time, with the assistance of his wife and relatives. The house is a single story, of frame construction with some native stone trim. A full length basement has space for a recreation room when he can get around to finishing it.

Facing west, the house has a bright exposure. A double chimney which accommodates the living room fireplace and one in the basement is its most attractive outside feature, together with a large picture window which is framed in the stone work of the fireplace.

The dimensions of the house are

25 by 38 feet. This takes in a living room, dining room, two bedrooms, kitchen, bath, and—that boon to all homemakers—seven large closets. Each closet lights up automatically when the door is opened. It is heated by a forced air gas furnace and there is plenty of hot water on tap at all times.

Birch woodwork, in the natural finish, was used throughout. The cabinets in the kitchen are also natural birch. The flooring is oak, with the exception of the vestibule and bath, where rubber tile was installed. In the living room, carpeting covers the oak floor.

Many special features add to the

livability of the house. Stands for a portable telephone were built into the hall, kitchen, bedroom and basement. The hallway to the bedrooms is unique in that it was utilized for built-in bookcases. Sliding doors separate the kitchen from the basement and laundry. All windows are weatherstripped, and insulation in walls and ceilings makes the house both winter and summer-proof.

The ranch type construction of the house, all on one level to save stair climbing, represents the current preference of house-wanting people. Built for comfort and security, it is a permanent asset to the Phillips' community.

The exterior of the home at 1511 Delaware, S.E., in Mason City. The native stone chimney accommodates a fireplace in the living room and one in the basement recreation room. (Mason City Globe-Gazette photo.)



for spring into summer

THESE spring-into-summer accessory sets were designed to meet the upward trend in teen-age sewing activities. Both will add glamour to young wardrobes at a great saving in the dollars budgeted for clothing.

The short sleeved blouse with bold accents of white waffle weave pique shows up polka dots at their springtime best. The matching half hat is stiffened with buckram and anchored with a bicycle clip. The striped hat and bag are in step with the fashion demand for cloches and small pouch purses. Any girl who knows her single crochet from her double crochet can make the set, and at a price which she would expect to pay for just the one accessory.

Full instructions for making these sets are given in leaflets which are available, free of charge, to readers of this magazine. If you would like copies of them, address your request for BLOUSE AND HAT SET and STRIPED HAT AND BAG to The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill.



now you can wipe out crabgrass

HERE is news of the best for home owners. A safe new chemical, available this year for the first time, will rid your lawn of crabgrass merely by spraying. PC, or potassium cyanate, has been used on commercial onion patches for several years, and last year was tested extensively on lawns. The results, as reported by Better Homes & Gardens magazine, were very satisfactory.

Crabgrass is that rank, tough, hard-to-mow grass that sprouts late in the spring and spreads through the good grasses until frost, killing them as it goes. Its light green seedlings make the lawn look nice and thick at first. In a few weeks, however, it reaches out like an octopus and takes on a purplish cast, shooting up brown seed heads. Until now it has been almost

invulnerable to treatment.

The new chemical remedy, PC, is not to be confused with potassium cyanide, the deadly poison. It is no more poisonous than common table salt and can be used where pets and children play. What's more, it breaks down into potash and nitrogen, both excellent lawn foods. It comes in crystal form, sealed in metal cans, and will be sold under several trade names.

The crystals are dissolved in water, in amounts specified on the label, and sprayed on the lawn—about 2 pounds mixed with water will cover the lawn on a 50 by 150-foot lot. The solution should be sprayed on twice, once early in July and again in mid-August. Mixed with 2, 4-D, it will kill dandelions and other broad-leaved weeds in

the same spraying. It also kills chickweed.

Experiments show that there is little chance of killing bluegrass with PC. A dose 50 times as strong as that which is required to kill crabgrass turned bluegrass brown for two weeks but didn't injure it permanently.

PC should be applied when the grass is green and lush, or after a good rain or after the lawn has been heavily watered. One season's treatment won't wipe out crabgrass completely, because the ground holds seed from last year, and perhaps years before, which is waiting to germinate. And killing crabgrass doesn't automatically make a lawn good. You will still have to feed it and seed the bare spots.



Young feet, often outgrow shoes before out-wearing them. To assure fit, foot sizes should be measured every time shoes are bought, with children standing firmly on both feet.

Foot Care for Children

IT'S A long time since Whittier's "barefoot boy" ambled down the road with his fishing pole. Striding along on soft and springy country lanes, he never knew the meaning of foot trouble.

Today's youngsters have to do their walking, playing and school-attending on unyielding cement sidewalks, asphalt roads and hardwood floors. Skipping along barefoot is fine for grassy surfaces, but city living requires the flexible firmness of leather-soled footwear, adequate support for instep and arch, and a fit that prevents tender heels from twisting and chafing.

The average child takes about 30,000 steps a day, or about twice as many steps as the average adult. So take a good look at your child's school shoes. Are they too heavy, or too light? Orthopedists and podiatrists, specializing in the treatment of feet, say that the best school shoes are lace oxfords made of lightweight upper leather, with flexible leather soles that bend freely at the ball of the foot.

Shoe size is most important. Badly fitting shoes are one of the chief causes of the high rate of foot ailments in America. Seventy-two per cent of all children's foot defects have been traced to outgrown shoes. Nine out of ten babies have perfect feet at birth, yet seven out of every ten adults have foot troubles which may become serious if neglected. The childhood years are the years in which to avoid defects which can become chronic disabilities in later life.

Do your children get new shoes as often as their feet require them?

Young feet grow so fast that they reach a new shoe size every one to six months until the age of 15! Feet should be measured every time new shoes are bought. Examine shoes to see if children are walking properly. Their leather soles and their heels should be evenly worn. If the heel of the shoe is uneven and the toe turned up, the fit is wrong and the shoe may be too short.

Mothers should discourage excessive wearing of sneakers, which doctors say do not give enough support through the instep. School children who overdo the sneaker habit frequently develop a bulge under the instep, with the foot swinging its weight inward instead of balancing evenly over the heel and the toes. Such a condition is a forerunner of flat feet.

The fit of children's stockings is an important consideration. They should have about half an inch of space beyond the end of the longest toe, for growing purposes. Stockings which are too short cramp the toes; stockings that are too long will bunch and may cause blisters.

Here are some pointers in buying shoes for your children:

- (1) Patronize a reliable shoe store.
- (2) Never buy shoes for children without a fitting. The size may change in a matter of weeks.
- (3) Have feet measured individually for length, width and thickness through the arch. The correct length allows three-quarters to one inch between the longest toe and the end of the shoe. Correct width allows the leather to be pinched together tightly between the fingers. Make sure the heel fits snugly. Select shoes in a

size which fits the larger of the child's feet.

(4) Shoe soles should be of sturdy but flexible leather, uppers of soft and supple leather which allows for normal foot expansion. Stiff, non-leather shoe bottoms cause fatigue and prevent ventilation, keeping feet hot and moist and thus exposing them to the dangers of fungus infections like athlete's foot.

(5) In kindergarten sizes, choose from moccasin toe treatments, shark tip shoes, high oxfords, one-strap Mary Janes and slings—a large range of shoes with the new "grown up" look. The important thing is that construction and shoe materials should be such as to insure maximum flexible support, proper ventilation and freedom from pressure and irritation.

(6) Avoid loafer shoes for younger children, except for very occasional wear, since they do not give support through the instep. The muscles of the instep do not develop real strength before the age of 12.

(7) Take your time examining shoes when you buy them. A little thought at the time of purchase will save your child hours of discomfort



These children are off to school wearing sturdy but flexible oxfords, a firm foundation for active young feet.

and possibly a lifetime of impaired foot health.

(8) When children reach the age of 14 or 15, remember that daughter becomes much more of a problem child in regard to shoes than Junior. Fashion raises its head and the young girl will show a taste for shoes which might undo in six months all the good



Daughter's yen for style and Mother's concern for comfort are satisfied by this oxford with a sturdy leather sole and a broad monk strap to insure instep support.

work of the previous 14 years in keeping her feet healthy. High heels worn too early in life are considered extremely harmful by foot specialists. So try to discourage this habit. There are lasts to suit all types of feet, and there are many styles which satisfy the dictates of fashion without sacrificing the needs of health and comfort.

Here are some pointers about the care of shoes—they are perhaps the most abused of any of the things we wear. Never apply polish to dirty shoes, and do not use thick coats of polish. If shoes are not to be used for some time, it is wise to clean them

on shoe trees and give them a liberal application of saddle soap. This prevents the leather from drying out. Saddle soap is best applied as suds with a sponge no wetter than necessary to create a thick lather.

When shoe leather becomes excessively dry, it can be re-lubricated safely at home with a 10 to 20 per cent solution of sulfonated castor oil or sulfonated neatsfoot oil or cod oil. The oil should be applied sparingly and rubbed on gently with a soft cloth. The shoes should stand for one day, after which the condition of the leather will indicate whether more applications are required. It is important to be sparing with oil, as there is danger of staining the leather, or of rendering it impervious to the passage of air.

If leather develops a squeak, dryness may be the cause. A frequent recommendation is to stand shoes in a pan of warm neatsfoot oil, just high enough to cover the sole. Do not leave them there longer than about 10 minutes, otherwise the absorption of oil will stain the uppers.

Suede shoes can be kept in condition by brushing up the nap with a dry sponge or a rubber brush. A wire brush should not be used unless the bristles are extremely fine. An ordinary rubber pencil eraser will help in cleaning up damaged spots.

Shoes made of patent leather are sensitive to sudden changes in temperature. Best wear is obtained by wiping them off with a soft cloth after each wearing and treating them occasionally with a black cream prepared especially for patent leather.

White shoes should not be permit-

ted to accumulate dirt. Prompt application of a reliable cleaner will prevent the later need for excessive scouring. Manufacturers' directions should be followed scrupulously in using any white cleaner. Never wet white or any other leather more than absolutely necessary, for excessive wetting will remove oil and predispose the leather to cracking.

If water cleaners and soaps cannot remove grease spots or other soil marks, then use—sparingly!—carbon tetrachloride. This should be applied with a clean cloth, then the spot



Playtime is over and Junior changes his sneakers for comfortable all-leather oxfords.

should be rubbed with a dry clean cloth in a circular rubbing motion.

Shoes will wear longer if they are given frequent rest. Records show that two pairs of shoes alternated daily will last more than twice as long as the same shoes worn one pair at a time.

RETIREMENTS

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

Chicago General Offices

CONSTANTINE, ISABEL R.
Chief Clerk Chicago, Ill.
McDERMOTT, ALICE I.
Clerk, S&DC Chicago, Ill.
PAIDER, JOSEPH
Clerk, Office of Aud. of Sta.
Accts. & O/C Claims Chicago, Ill.
PROKOPEK, STANLEY J.
Carpenter Chicago, Ill.
ROLOFF, WILLIAM C.
Clerk, Office of Aud. of Equip-
ment Accts. Chicago, Ill.

Chicago Terminals

BENEDETTO, VALENTINE
Sec. Laborer Chicago, Ill.
BITAKIS, JOHN G.
Trucker Chicago, Ill.
DENNEHY, MICHAEL J.
Ex. Gang Laborer Galewood, Ill.
DRAUGHON, ROBERT H.
Loco. Engineer Chicago, Ill.
FINLEY, ORR S.
Switchman Bensenville, Ill.
GAHL, WILLIAM J.
Chief Clerk Galewood, Ill.

JENSEN, AXEL
Loco. Engineer Chicago, Ill.
KOUZMANOFF, MICHAEL
Bollermaker Bensenville, Ill.

Coast Division

BELL, FRANK C.
Clerk Seattle, Wash.
CLARK, JASPER F.
B&B Laborer Seattle, Wash.
HILL, MATT
Ex. Gang Laborer Seattle, Wash.
JOHNSON, RICHARD G.
Section Foreman Tacoma, Wash.
KANENWISHER, SAMUEL
Hostler Othello, Wash.
McGOVERN, THOMAS F.
B&B Carpenter Tacoma, Wash.
SANHUEZA, JOHN
Sec. Laborer Kittitas, Wash.
WANG, EDWARD
Section Laborer Pt. Angeles, Wash.

Dubuque & Illinois Division

CLARKE, WILLIS E.
Machinist Dubuque, Iowa
HALPIN, ANDREW A.
Loco. Engineer Savanna, Ill.

HARROD, JOHN W.
Loco. Engineer Ottumwa, Iowa
HURLEY, WILLIAM H.
B&B Carpenter New Albin, Iowa
MILLER, LEE W.
Laborer Savanna, Ill.
VANNINI, ATTILIO
Coal Shed Laborer Savanna, Ill.

Hastings & Dakota Division

BOETTCHER, HEINRICH J.
Sec. Laborer Montivideo, Minn.
BOLAN, ARCHIE J.
Mach. Helper Aberdeen, S. D.
FOSSUM, SIGURD
Sec. Laborer Frederick, S. D.
JORISSEN, WILLIAM
Section Foreman Chanhassen, Minn.
KLOSTRICH, GOTTLIEB
Ex. Gang Laborer Aberdeen, S. D.

Idaho Division

MAGUIRE, JAMES P.
B&B Carpenter Spokane, Wash.
MILLER, CHESTER W.
Conductor Spokane, Wash.
ROOT, HARLEY
Section Laborer Bovill, Idaho

Iowa Division

CRANE, WILLIAM
Laborer Perry, Iowa

KEYS, FRANK A.
Section LaborerBoone, Iowa
OEHLER, EDWARD B.
BrakemanPerry, Iowa
SHEEHAN, JOHN J.
Mach. HelperPerry, Iowa

Iowa & Dakota Division

HAJEK, STANLEY G.
Pump RepairerMitchell, S. D.
HALDERMAN, CLIFFORD
Boilermaker HelperSioux City, Iowa
HANSMAN, WILLIAM G.
Coal Chute Oper.Sioux City, Iowa
THOMPSON, ALONZO G.
Loco. EngineerSioux City, Iowa

Iowa & Southern Minnesota Division

LAUFLE, ROBERT H.
Loco. EngineerAustin, Minn.
SCHMELZER, HENRY A.
Section ForemanFountain, Minn

La Crosse & River Division

DONALDSON, HARRY A.
Loco. EngineerMinneapolis, Minn.
HARRIS, MERTON C.
Train Disp.Wausau, Wis.
NELSON, JOHN L.
Ex. Gang LaborerRed Wing, Minn.

Madison Division

ANNEN, MATHEW H.
Sec. LaborerMazomanie, Wis.
BAUMGARTNER, FRED
Sec. LaborerMonticello, Wis.
CLEMO, HENRY A.
Coal Shed ForemanLone Rock, Wis.
HAZEN, AARON D.
B&B CarpenterMadison, Wis.

Milwaukee Division

BEHRENS, CHARLES L.
Section ForemanSpring Grove, Ill.
BRAMER, JOHN G.
ConductorHoricon, Wis.
GATES, ALBERT G.
ConductorMilwaukee, Wis.
KAMM, HENRY F.
CabinetmakerMilwaukee, Wis.
KOMINSKA, HENRY J.
StorehelperGranville, Wis.

Milwaukee Terminals

ALONSO, JUAN A.
Ex. Gang LaborerMilwaukee, Wis.
BEATTY, DAVID F.
SwitchmanMilwaukee, Wis.
CROWLEY, NELLIE E.
JanitressMilwaukee, Wis.
DEMANKO, ANDREW J.
Carman HelperMilwaukee, Wis.
FRANZ, EMIL C.
CarmanMilwaukee, Wis.
HITSON, HENRY S.
Ex. Gang LaborerMilwaukee, Wis.
HOLDEN, ANTON J.
Ex. Gang LaborerMilwaukee, Wis.
JAWORSKI, JOHN J.
Frt. HandlerMilwaukee, Wis.
KENNEDY, RICHARD E.
Office SupervisorMilwaukee, Wis.
LAABS, AUGUST W.
BoilermakerMilwaukee, Wis.
McBRIDE, JOSEPH M.
Store HelperMilwaukee, Wis.
MUNSON, JAMES M.
SwitchmanMilwaukee, Wis.
NICKOS, THEODORE G.
Sec. LaborerMilwaukee, Wis.
OCHS, JOHN
Painter HelperMilwaukee, Wis.
SMOOT, FLOYD E.
Chief CarpenterMilwaukee, Wis.

Off Line & Miscellaneous

ARMSTRONG, GROVER C.
General AgentCincinnati, Ohio

Rocky Mountain Division

HALDROFF, CHARLES
Section LaborerGreat Falls, Mont.
MATSON, CHARLES
Section LaborerButte, Mont.
SMITH, GEORGE W.
Agent-Tel.Lenep, Mont.
TARLETON, FRANK
Ex. Gang LaborerGreat Falls, Mont.

Seattle General Offices

CRANE, ERNEST B.
Asst. Chief EngineerSeattle, Wash.

Superior Division

ANDERSON, RUSSELL C.
BrakemanGreen Bay, Wis.
SCHAEFFER, FRED A.
Mach. HelperGreen Bay, Wis.

TERENS, HARRY E.
Loco. EngineerGreen Bay, Wis.

Terre Haute Division

GRAFF, GEORGE P.
BlacksmithWest Clinton, Ind.
LONG, ANDY E.
Section LaborerTerre Haute, Ind.
SPAULDING, HENRY C.
ConductorTerre Haute, Ind.
STEWART, FRED B.
BrakemanTerre Haute, Ind.
THOMPSON, CHARLES A.
Sec. ForemanSeymour, Ind.

Trans-Missouri Division

BARKER, HARRY W.
ConductorMiles City, Mont.
BERG, OSCAR
Section ForemanReeder, N. D.
BOLTON, JAMES R.
Sec. LaborerMarmarth, N. D.
CROWLEY, WILLIAM
Ex. Gang LaborerTerry, Mont.
DAME, HARRY A.
Car InspectorMoberidge, S. D.
FULLER, STEPHEN W.
Agent-OperatorScranton, N. D.
GUMOND, JOSEPH A.
Ex. Gang LaborerMarmarth, N. D.

HOUGHLAN, MAUD A.
Clerk, TrafficMiles City, Mont.
LECOE, SPAS
Section ForemanMusselshell, Mont.
SMITH, WILLIAM
Loco. EngineerMoberidge, S. D.
WILKERSON, THOMAS E.
Hostler-EngineerMiles City, Mont.
WILSON, JOSEPH G.
Ex. Gang LaborerMoberidge, S. D.
WRENN, TIMOTHY B.
Train Baggage ManMiles City, Mont.

Twin City Terminals

CARLSON, BERNARD
Sheet Metal Helper ... Minneapolis, Minn.
HEINRICH, MINNIE V.
Tel. Switchboard Oper. ... St. Paul, Minn.
KEINTZ, PAUL
Carman Helper Minneapolis, Minn.
KENNEDY, JAMES B.
Asst. Chf. Operator ... Minneapolis, Minn.
KUNZ, ANTON W.
Machinist Helper Minneapolis, Minn.
MINOTOR, JOHN J.
Machinist Minneapolis, Minn.
PALM, CARL L.
Machinist Helper Minneapolis, Minn.
FLOOG, HENRY A.
Yard Conductor Minneapolis, Minn.
WEST, MARTIN L.
Ex. Gang Laborer Minneapolis, Minn.

NOW AVAILABLE!

**phonograph records of
two Milwaukee Road songs**

**"THE OLD MILWAUKEE ROAD" and
"HIAWATHA CENTENNIAL MARCH"**

**You've heard them on the air!
Now play them in your home!**

Larry Wellington and his nationally-known N.B.C. vocal and instrumental group, the Hometowners, have recorded these two newly composed Milwaukee Road songs on one record. You can get one of these 78 rpm plastic unbreakable records by sending in the coupon below. Order your record today. The price is only 79c.

postage prepaid on all orders accompanied by cash.
postage extra on C.O.D. orders.

UNITED BROADCASTING COMPANY
301 East Erie Street
Chicago 11, Illinois

Gentlemen:

Please send me the phonograph record of "The Old Milwaukee Road" and "Hiawatha Centennial March."

- Enclosed is 79c in coin. (Postage prepaid)
- Please send me the record C.O.D. (Postage Extra)
(Please Print)

Name

Street

City and State

UNITED BROADCASTING CO.
301 East Erie Street Chicago 11, Ill.

THEY RALLIED 'ROUND



Scene in the Public Museum lecture hall in Milwaukee, showing the employees who attended the rally.



With the Galewood delegation. From left: W. J. Whalen, assistant general manager; John Wagner, assistant general foreman, Galewood Transfer; L. J. Benson, assistant to president; A. E. Ward, agent, Galewood freight house; Clarence Pethes, general foreman, Galewood Transfer.

EMPLOYEES in Chicago and Milwaukee rallied 'round when the call went out for the safety rallies to be held in those cities on Mar. 24 and Mar. 30.

Following the highly successful pattern set last year, L. J. Benson, assistant to president, in charge of the railroad's safety program, offered the large crowds which attended both meetings a mixture of entertainment and serious business which appeared to be to everyone's liking.

In Chicago the motion picture, "Miracle in Paradise Valley" was unreeled in advance of the speaking program in which Mr. Benson lauded Chicago Terminals employees for reducing reportable injuries in 1949 to a point 70 per cent below the 1948 figure, and for completing the year without a single fatality.

Rainy weather held attendance in Chicago to 351, but the Public Museum



L. J. Benson, assistant to president (right), stops for a word with Varak Permanian, carman helper, and son Carl.



Ed McIntyre entertains the rally audience at Chicago. Listening in, left to right: E. G. Kiesele, superintendent Chicago Terminals; W. J. Whalen, assistant general manager; O. C. Stainer, district safety engineer; J. A. Deppe, superintendent car department, Milwaukee; and L. F. Donald, general manager.

Auditorium of the Luther Burbank School in Chicago, showing the people who took part in the safety rally.





This entire section crew attended the Milwaukee rally. From left: Tom Ontiveros, S. Salazar, Pete Ruiz (foreman), Felimon Morales and M. Sanchez. A rabbit's foot was given to each employe at the rally as a reminder that safety is NOT a matter of luck.

Lecture Hall in the Milwaukee public library building was filled with a crowd of 622 Milwaukee Terminal employes for the rally held there on the night of Mar. 30.

Here the program led off with the showing of "Chicago Railroad Fair and Wheels a-Rolling Pageant."

Reviewing the Terminals safety record, Mr. Benson complimented the employes on reducing the number of reportable injuries 43 per cent compared with 1948. Thus far this year they have effected a 73 per cent reduction below the 1949 figure.

The speakers, all of whom greeted the employes briefly and congratulated them on their safety achievement, were: L. W. King, superintendent of Milwaukee Terminals; L. W. Palmouist, superintendent of the LaCrosse & River Division; Dr. Irwin Schulz, company surgeon; Harry Grothe, shop superintendent; C. E. Crippen, general superintendent; L. V. Schwartz, district storekeeper; C. G. Benkendorf, district master mechanic; W. A. French, district safety engineer; and L. F. Donald, general manager.

* * *

Pictures taken at similar rallies in Minneapolis and Tacoma will appear in the June issue.



Among those present. From left: E. F. Palmer, general car foreman; Emil Winters, crossing watchman; J. W. Macht, chief clerk district master mechanic; Walter Foesch, chief clerk master mechanic; Fred Dudley, machinist helper; Thomas Kubal, traveling engineer; Ned Guss, B&B foreman; Elmer L. Dirks, local chairman B. of R.T.



It was stop, look and shake hands for friends who met in the corridor. From left: Steve Janish, blacksmith; Alvin Brown, Hi Low operator, car department; Steve Plizka, truck smith; Edward Fox, switchman; L. W. King, superintendent Milwaukee Terminals; Fred Behr, blacksmith.



Adin Hopballe, engineman, brought Mrs. Hopballe and daughter Darryl to the Chicago rally.

Chicago, showing some program.



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

MADISON DIVISION

W. W. Blethen, Correspondent

R. H. Tegen completed 50 years of railroading on Apr. 14, 38 as agent at Albany, Wis., and he is still going strong. Rudy started with the old Wisconsin Central (now the Soo Line) at Chelsea, Wis., on April 14, 1900. He transferred to the Milwaukee in 1903, working at Green Bay, Milwaukee, Monroe, Browntown, Platteville, and in 1912 going to Albany as agent. Besides railroading, Mr. Tegen is an ardent gardener and every summer has a very beautiful flower garden.

Mabel McNurlen, retired agent of Gotham, passed away at a Richland Center hospital on Apr. 11 following a heart attack. She had returned from Florida only a few days before her death. At the time of her retirement, on Oct. 1, 1946, 100 years of railroading by members of the McNurlen family was brought to an end. Her father, the late W. A. McNurlen, was appointed agent at Gotham in 1879, and in 1896 Mabel started to work for her father at the station. At the time of Mr. McNurlen's death in 1918, Mabel took over the agency which position she held up to the time of her retirement. The other 11 years of service required to make the McNurlen century total of railroad service was contributed by a brother, George McNurlen, who was employed as telegraph operator. Services for Mabel were conducted at the Gotham Methodist Church, with interment in the family plot in the Button Cemetery.

Rubus C. Robson, agent at Prairie du Chien, died at a Prairie du Chien hospital on Apr. 26. He had entered the hospital for treatment of an ailment and suffered a heart seizure. Mr. Robson was born at



Doris Salle, of the freight auditor's office in Chicago, becomes Mrs. William Weiss in a ceremony at the Austin Lutheran Church, Chicago, on Apr. 22. The couple honeymooned in Madison, Wis.

Spring Green, Wis., and learned telegraphy at that station. He was hired as telegraph operator on Sept. 3, 1901, and worked at several stations on the division until he was appointed agent at Prairie du Chien on Jan. 24, 1933. He is survived by his widow.

Learned only recently of the arrival of a baby girl, Debra Lu, on Jan. 24 at the home of Fireman Harold J. Ray of Wauzeka.

Florence Mahaffey, clerk in freight office at Madison, is entertaining her mother, Mrs. Robert C. Yates, of Ottumwa, Ia., at this time.

Train Dispatcher "Ockie" Klein and Mrs. Klein are vacationing in San Antonio, Tex., where they are visiting their daughter, Mrs. James S. Smith (Joan Kline).

Joseph Conahan, retired machinist, has returned to Madison after spending the winter at Miami, Fla.

Engineer John McGilligan, Conductor H. P. Carey and Conductor J. J. Rickard have been on the sick list. Latest report is that they are all improved.

William Witz, retired B&B foreman, passed away on Apr. 25 at New Lisbon, Wis. He had been retired since July 1, 1937.

G. C. Arnold, agent at Black Earth, returned to work on Apr. 20 after spending several weeks in the West. He is "sold" on Arizona.

Agent O. A. Millard, Shullsburg, is ill in the Monroe Hospital at this time.

Conductor George McCue, who suffered a heart seizure early in April, is confined to St. Mary's Hospital at Madison.

CHICAGO GENERAL OFFICES

Office of Auditor of Passenger Accounts

Bill Tidd, Correspondent

Clyde Stanley and his wife recently made an extensive tour of the Southwest, stopping off at Phoenix, Ariz., to say hello to Parnell Kelley and family.

Lucille Miller has taken a leave of absence on account of ill health and has gone to Florida to recuperate.

Clem Barber is back again after a long illness.

The Bauers have moved back to civilization after spending a few years in the wide open spaces of Edgebrook.

Need an orchestra? See Roy Passaglia for an appointment to hear a rehearsal.

Jack Wilson is still at Vaughn Hospital and will be there for some time. I am sure he would like to hear from some of us, so let's drop him a line once in a while.

Dolores Check is making an extensive tour of Florida.

Juanita O'Klack of the central typing bureau is now secretary to Elmer Linden, assistant auditor of station accounts and over-charge claims.

Joan Whelton and Elaine Teichy vacationed in Miami Beach and flew to Havana in April. A. M. Dryer and his wife also spent their vacation in Miami Beach.



WHAT DO YOU MAKE OF IT, TRACY? ... Leonard Norberg, Jr., age six months, makes a careful evaluation of the Easter Rabbit. Dad is assistant tax agent in Chicago.

Freight Claim Department

Palmer G. Lykken, Correspondent

Billy Lee, one of our young mothers, recently paid us a visit, as did Arne Holmbo who is studying at North Park College.

Angie Goodcase, on leave of absence, recently stopped by to say "hello."

Jack Walsh is now the owner of the latest Studebaker out. I understand he has it out night and day, trying to put on that first 1000 miles.

Fisherman Ed Knapkiewicz and his new Super "8" outboard motor have become inseparable.

Your correspondent's home was blessed with a bouncing baby boy on Apr. 24. Little Arthur Paul weighed in at nine pounds, two and a quarter ounces.

Jim Ebeling and Fred Brodhagen made the trip to Minneapolis for the Milwaukee Road bowling tournament on Apr. 15.

Noreen Callahan has returned after a long illness. We were glad to see her back looking so fine.

Office of Auditor of Equipment Accounts

Harry M. Trickett, Correspondent

A farewell shower was tendered Corrine Johnson on Apr. 5, when she resigned and departed for Omaha, where her husband has accepted a position.

The Easter Bunny was good to Rita Cichon, as she displayed a most beautiful ring on Apr. 10, announcing her engagement to John Slijepcevic.

Deloris Koy was honored with a bridal

shower on Apr. 20 and married to Ray Dobrow on Apr. 22.

A unique surprise was given to Mr. and Mrs. William Roloff who retired on March 31. On Apr. 16, while en route to their new home in Los Angeles, when they entered the dining car the steward informed them that their breakfast was through the compliments of fellow employees. They have written to express their appreciation, stating that both are busy taking care of lawn and flowers, and feeling well.

Evelyn Hill was the recipient of a stork shower on Apr. 28 when she resigned to await the blessed event.

Natalie Bong, formerly of our office, announced the arrival of a baby girl on Apr. 16.

Due to illness, Sally Carpenter has been on leave of absence since Apr. 10. Margaret Norris underwent surgery on Apr. 17.

We were glad to welcome back Melaney (Fergon) Polak on Apr. 3, and Leslie Kincaid on Apr. 17 after many weeks of illness.

Freight Auditor's Office

J. A. Strohmeier, Correspondent

Shirley Lenz of the accounting machine room bureau who was due back to work Apr. 19, was unable to do so because of illness and doctor's orders. She has since resigned. Her many friends here hope for her speedy recovery.

Jerry Mattie of the same bureau is to be married to Marge Capadona on May 6.

The "Lady Daisies" and the "Gutterball Cussies" are the names of the two teams comprising the summer bowling league of women of the freight auditor's office. Members are Helen Helwig, Dolores Herwig, Corine Black, Shirley Tessemer, Dolores Jankowski, Jean O'Kiefe, Barbara Swiontek, Judy King, Mary Chilezan, Jean Helwig.

They will bowl at the Playdium every Monday evening at seven from June 5 to



Scene at the Granada Hotel, Chicago, as associates of Joseph Paider, balancing clerk in the auditor of station accounts and overcharge claims office, honored him with a testimonial dinner following his retirement. Seated in the center are, left to right, Thelma Petri, Mrs. Paider, Mr. Paider, and John F. Hoqan, supervisor of the central station accounts bureau. Details in Correspondent Bernard W. Rausch's column. (Photo by J. A. Strohmeier, correspondent, freight auditor's office.)

Aug. 28. Watch for their spring green uniforms.

Connie Meske left us on Apr. 18 to prepare for a blessed event.

Mrs. Blanche Debs, L.&I.B. bureau, and husband celebrated their silver wedding anniversary on May 2 with a dinner at Marty's Restaurant, 936 Diversey Parkway. Following that they spent the evening at the home of their daughter and son-in-law, Mr. and Mrs. C. Pearson, an evening of fun with the "Big Boss," their grand-daughter Nancy.

Bowling: The Fast Mail team is still in first place. Joe Shemroske leads in individual scores. Ed Kusch scored third in individuals in the National Railway Bowling Tournament held in Chicago Apr. 16 and 23. The Minnesota-Marquette team placed second in the team event.

The Pioneer Limited finished fourth in the Hiawatha tournament held in Minneapolis. Willard Hettinger had 555 scratch. "Ye Old Seck" Al had three 200 games for 610 scratch, and that, with 82 handicap, gave him second place with 692.

Engineering Department

Doug Rieser, Correspondent

Mark Nelson, bridge draftsman, met his bride, Nurse Margaret Beckman, when he was afflicted with measles while a student at the University of Minnesota. They were married on Apr. 9 at Westboro, Mo., Margaret's home town and spent their honeymoon in New Orleans.

Ed T. Tomasik, designing-detailer, underwent a scalp operation on Apr. 15, but has since returned to work.

E. B. Crane, assistant chief engineer, Lines West, having reached the retirement age, left the Road on Mar. 31. Mr. Crane started work in the engineering department at Seattle on Nov. 18, 1905, in connection with the construction of the main line between Mobridge and Seattle. He later served in the valuation department and more recently has held the position of assistant chief engineer, Lines West, at Seattle. He carries with him into his well-earned retirement the respect and affection of all of his associates.

What we often mistake for a clear conscience is nothing but a poor memory.

Auditor of Station Accounts and Overcharge Claims

Bernard W. Rausch, Correspondent

Joe Paider's retirement on Apr. 26 was the chief topic of interest in this office. After more than 50 years of railroad service—40 years having been spent with The Milwaukee Road—Joe chose the leisurely way of life. His pleasing, congenial personality made him popular with all of his fellow employees. The office Christmas party will never be the same without him. He was always a most entertaining Santa Claus, adding just the right touch of gaiety to the occasion.

A dinner was given in Joe's honor at the Granada Hotel at which 25 of his co-workers were present. He was presented with a purse, to be used toward the purchase of a television set.

Our latest "nightwalker" is Fred Brink, in the company of the recent arrival at his home, David Alan Brink, born on Apr. 5, weighing eight pounds, one and a half ounces.

MILWAUKEE TERMINALS

Fowler Street Station

Pearl Freund, Correspondent

Jerry Straka, son of Mr. and Mrs. Milton Straka, has been putting his shoulder to the wheel these days. He is active with the theatrical group, the Norman Players, his latest role being in the powerful war drama "Home of the Brave." He is also a student at State Teachers College and recently placed in the Sentinel oratorical contest.

A newsy letter received from Ed Bates, now retired and living at Orlando, Fla., will be of interest to many. His wonderful location provides visits to the airport, to Tinker Field, where the Senators practice, and to the race track. All you northern gardeners would probably like to know what fills a Florida garden such as Ed has cultivated for himself and his wife. Well, besides the usual run of vegetables, which are already up, he has pineapples, oranges, lemons, grapefruit and avocados.

Nancy Newman, daughter of Harold Newman, check clerk at House 7, has been seen lately on Al Buettner's programs "TV-Open House" and on "Tele-Talent Time." She appears in an amateur trio with two of her girl friends, Phyllis Witt and Judy Holdorf,



Roger Selk, clerk at Muskego yard, Milwaukee (left), and Herbert Flint, clerk at Fowler Street (right), pictured at Xochimilco, the floating gardens outside Mexico City, while enjoying a family vacation. Herbert's aunt is at the left, Roger's mother at the right. Their guide is Manuel del Campo, known to many American tourists as the manager of the famous El Colmenar.

all of Peckham Jr. High School. They have been singing for some time in their church choir and in school events.

Johnny Regan, our smiling messenger, is interested in the study of Polish, we understand, and frequently practices on "Casey" Maciolek. It looks like there will be no more "wearin' of the green."

Tom Malone and John Krohn, yard clerks at the PM dock, were both injured recently. We hope to see them shipshape before long.

Miss Mary Frank and Stanley Walzak of House No. 7 chose May 8 as the date for their marriage at St. Sebastian's Church. They will take a honeymoon trip through Florida. Mrs. Robert Frank planned to entertain at a shower and luncheon on May 6 in honor of Miss Frank.

Superintendent's Office

Grace M. Johnson, Correspondent

Time Revisor Marvin Kuehn was very generous with the candy passing around the depot in honor of the arrival of his daughter Lu Ann, born on Apr. 1. The only one who was fooled was perhaps little brother of seven years who hasn't much use for girls and really wanted a puppy.

Chestnut St., North Milwaukee and North Avenue

Dick Steuer, Correspondent

The Ed McGraths have another good reason to feel proud—little Gerald Joseph who weighed in at 6 pounds, 10 ounces on Mar. 27. The little fella might very well round out Yard Clerk Eddy's future basketball team, joining brothers Denny, Mike, Tommy and Jimmy.

Well, sir, Freddy Butz was 82 years young on Apr. 11. He celebrated by treating the gang at Chestnut Street with Hershey bars. Then, Freddy got to recalling the good old days when Chestnut Street was teeming with flour mills and tanneries. He remembered the old canal (now Commerce Street), because he worked the district no less than 44 years. Freddy still takes a keen interest in the district and says that the "young blood" is doing a fine job.

Another veteran, retired agent Ed Ross, paid the office force a surprise visit recently. Mr. Ross is looking forward to the warmer weather when it will be a pleasure to work in the garden and go fishing.

The bulletin for the past month indicated that Estelle Rege was assigned to the billing

and expensing position at Chestnut Street. It was a case of stepping from one desk to another for Estelle, who handled the general clerk position during Miss Metschel's absence.

MILWAUKEE SHOPS

Car Department—Office of Shop Superintendent

George E. Fiebtrink, Correspondent

Congratulations are extended to Leo Kuochannen on his appointment to assistant passenger carpenter foreman. Leo started with the Road when he was 18 in March, 1928. He served a cabinetmaking apprenticeship and has held jobs as cabinet maker, freight carman and welder. He was made a leadman in the freight shop and then promoted to assistant freight foreman in September, 1945. He and John Vejvoda represented the Road in inspecting the new passenger cars that the Pullman Company built for us. After spending a few months as a cabinet maker again, he was appointed to the new position on Apr. 6.

The Valley Players will present a short skit entitled, "The Miracle of Menomonee Valley," featuring Herbert Starke and his new Packard. Herb is a welder in the freight shop. It seems that he is going to take it easy from now on.

Tony Kinder, retired upholsterer, was in to see us on Apr. 4. He said that he enjoys his cards these days. Anyone interested in "sheep's head?"

Congratulations go to the new bowling champs, the Chippewa's. Piloted by Wally Koester, the boys, Helmut Nick, Will Weatherall, Elroy Koester, Wally Koester and Fred Glaser, came through the first half to wallop the On Wisconsin team captained by Jerry Meyer of the store department. The "Chippies" beat the "Wiscos" by more than 200 pins in only two of the scheduled three-game match. All of the boys rolled far better than their league averages. The "Chips" have been trying for the title for the last five years, under former Captain Fiebtrink, Sr., but could never come out on top in the roll off. Trophies were presented to the boys at a party given in honor of their former captain.

Fred "Whitey" Glaser, welder in the freight shop, reports that he recently purchased two pairs of fine honing pigeons from Morris Gordon, three-time national champion from Boston. He warns everyone



Ramona Gilligan, former steno-clerk in the signal department at Milwaukee and daughter of H. V. Gilligan, general chairman of the Brotherhood of Railway and Steamship Clerks, became Mrs. Richard Moore in a ceremony at St. Florian's Church, Milwaukee, on Apr. 15. A wedding breakfast was served at the Knickerbocker Hotel. The Moores will live in Chicago.

to watch his birds, and sit back while he takes home the awards.

We wish to congratulate the newlyweds, Mr. and Mrs. Glenn Poenisch. Glenn is the son of E. H. Poenisch, general foreman of the freight car shops.

John Drinka, Jr., carman helper, in the freight shop, took on a new job during April, when his wife became the mother of an eight and a half-pound boy. This is the Drinkas first child.

Locomotive Department

Leone Schneider, Correspondent

Foundry Laborer John Badell informs us that his son Peter Las presented him with a daughter-in-law.

Marty Krueger is a grandfather. Grandson is named Martin and rumor has it that he is being raised on Borden's coffee. Grandpa is a clerk in the SMP office.

George Schmechel uncorked a 714 record count in the Milwaukee Road bowling league. George is a molder in the foundry, and good at that, too.

Lewis Howell recently entered Misericordia Hospital for a check up. Lew is the foreman of the locomotive tin shop.

Office of Mechanical Engineer and Supt. of Car Dept.

Harold Montgomery, Correspondent

Hail the Milwaukee Road bowling league "champs" of 1949-50, the Chippewas—Capt. Wallie Koester, Elroy Koester, W. Weatherall, H. Nick and Fred Glaser. They won the first half of a split season and beat the On Wisconsin—Capt. Jerry Meyer, John Rogutich, Willie Smith, George Voth, W. Schindler and S. Powalisz—winners of the second half, in a special roll-off, two games straight. It was a good battle, but only one can win.

On Apr. 6 Martin J. Biller completed his 30th year with the Road. Martin started as a stenographer and since 1940 has been chief clerk to superintendent car department. He was secretary of the car department credit union from its inception in 1933 to 1940, when he was elected treas-



Engineers' garb and railroad appurtenances are the trade mark of the Hiawathans, a small dance orchestra which is gaining popularity in the Milwaukee area. With the exception of the pianist, John Christiansen, all of the players are members of the Milwaukee Hiawatha Band. Left to right: Welder Arthur Scholl, Welder Ed Hebert, Welder Albert Manz, Brake Inspector Matthew Plaeming, Agent Ed Kenney of Cedarburg, Wis. (manager), and Christiansen.



Springtime

When April pushes tulips through the soil
and freshens the air and makes you
feel it's good just to be alive —
that's the time to light a fine
Dutch Masters Cigar and add one more
pleasure to the good things of life.

DUTCH MASTERS CIGARS

urer. He is still serving in the latter capacity. In 1940-41-42 he was general secretary-treasurer of the Milwaukee Hiawatha Service Club and in 1943-44 he was general chairman. Martin is also "president" of the South View Club, the walls of which are muraled with the first locomotive, the first streamlined locomotive and the latest Diesel locomotive. He is married and has a married daughter, two sons and two grandsons. The oldest son, Martin, Jr., is with the Milwaukee locomotive department as special apprentice, having a degree in electrical engineering. Hats off to Martin J. Biller, a fellow who has done a great deal beyond the call of duty for the Road.

John Schnell and Jack Mulhollon have decided to quit cigarettes. It isn't going to be easy. Several fellows have tried it already. One of the boys even quit three times in a week.

John Rogutich is "king pin" of Milwaukee Road bowlers, with 185 average. H. J. Montgomery, with 183, is second, and Walt Marshall, with 181, is third. High 3 game scratch "champ" is George Schmechel, 714; high single "champ," F. Coerper, 277; high 3 game with handicap, F. Glaser, 745; high single with handicap, G. Schmechel, 299; high scratch team 3 games, Arrows, 2844; high scratch single, Columbians, 1003; high scratch with handicap 3 game, Fast Mail, 3166; high scratch with handicap single, Chippewa, 1103. Officers for 1949-50 were F. J. Ladwig, president; G.

Meyer, vice president; and George H. Jung, secretary-treasurer. They all deserve a hand for a fine year of bowling.

The upholstering shop bowlers went to Chicago and finished high up in the various classes in the American Railway Tourney. Red Gleixner with 663 scratch plus 86 pins handicap netted 749, while his partner, Al Comdohr, got 516 scratch plus 79 pins for 595. Their doubles total of 1344 put them into first place. Harvey Klind with 569 plus 102 and Don Mueller with 510 plus 121 shot 1302 for second spot, while Ray Molling with 536 plus 109 and Ed Watts, 594 plus 52, shot 1291 for third high. Ed Watts and Don Mueller with 603 totals were best bets in the singles. H. Klind leads the all events with 1919. Atta boy, Harvey, that's showing up those kids!

Gleixner's 663 scratch was his best bowling effort and to show that it was not just luck, he came right back in the singles with 443 scratch.

Art Schultz, after all these years, finally got on a championship bowling team and had his picture in the papers. His "Lord Hat" team, in the craftsmen's league, took high honors. Art says it's a good feeling to belong to a team with a bunch of boys who can bowl.

Politeness is to human nature what warmth is to wax.

—Arthur Schopenhauer

Store Department

Earl L. Solverson, Correspondent

George A. J. Carr, former district storekeeper, retired in April and is feeling a great deal better; living at 2452 13th Avenue, South, Minneapolis 4. He would enjoy hearing from his former co-workers.

Bill Lukaszewski's daughter Margaret was one of the soloists in the concert which was sponsored by the Arion Musical Club at the Milwaukee Auditorium on Apr. 16. Miss Lukaszewski revealed a soprano of fine lyric quality and impressive range. She scored decisively in "Ave Maria," the high point of the entire work. Bill is the acetylene and oxygen distributor for the store department and the former gang foreman for the shipping and builders departments.

Diesel Clerk Jerome F. Johannes of the district storekeeper's office is the daddy of James Michael born on Apr. 25 at St. Joseph's Hospital. This is the Johannes' second child.

Railroad employes and the people of Merrill Park will honor Orville Dermody, who is returning as assistant football coach at Marquette University. "Orv" was formerly employed in the locomotive department at Milwaukee shops; brother of Eugene, locomotive fireman, and Machinist Royal Dermody, general chairman of the Hiawatha Service Club. All friends are invited to attend the big sports rally on June 9 at 8:00 P.M. in St. Rose's Hall. "Orv" was a former

student of St. Rose and of Loyola University in California. He captained the football team there in his senior year; served as coach at Messmer, St. Catherine's, Pio Nono, Florida University and St. Norbert's at De Pere. He will direct his own camp for boys, Camp Ranger, at Gordon, Wis., and is seeking boys to attend.

The store department bowling team, On Wisconsin, won the second half championship of the Road by a margin of five games. In the roll-off to determine the season's winner it lost to the Chippewas. The On Wisconsin consisted of Bill Smith, Ziggy Powalisz, George Voth, Walter Schindler, John Rogutich and Capt. Jerry Meyer. Rogutich led the league with a 185 average. The team bowled at Minneapolis on Apr. 22 and 23 in the Milwaukee Road Tournament, but had little success; nevertheless enjoyed a good time.

Stockman Cy Verfurth was the successful bidder on the stock clerk's job in the general storekeeper's office.

Chief Stockman William O. Wallschlaeger recently underwent surgery at Milwaukee Hospital and is now convalescing at home.

IOWA DIVISION

Council Bluffs Terminal

Agnes Kinder, Correspondent

Cy J. Duggan, who came to Omaha from Council Bluffs freight station in 1929, was appointed traveling freight agent with headquarters at Cleveland, Ohio, effective Apr. 1. Mr. Duggan will make his home in Toledo, which is centrally located in his new territory.

John Maun, who has been with the Omaha office for the past two years as rate clerk, succeeds Mr. Duggan as city freight agent.

LaVerne W. Schroeder, formerly telegrapher and rate clerk at the Council Bluffs freight house, was assigned to the position of rate clerk in the Omaha office on Apr. 17, succeeding John Maun.

Florence Vachal, secretary in the Omaha office, was granted leave of absence effective Mar. 15 in anticipation of a blessed event. Her position was filled by Betty Lou Mares who came from the Railway Express Agency.

Many thanks to E. E. Davis, chief clerk at our Omaha office, for helping me out with the Omaha news.

Extra Operator Curtis A. Lind has been assigned to the position of telegrapher and rate clerk at the Council Bluffs freight house.

Oiler Ira Havens is the proud owner of a new "Chevy." He can hardly wait until his vacation comes around so he can find out how the new car performs on that long trip out to the west coast.

Max Eckert of the store department is showing off a new Pontiac.



Mr. and Mrs. Emil J. Christians (carman helper, Council Bluffs, Ia.) do a retake on cutting the wedding cake for relatives and friends who joined them in celebrating their silver anniversary on Mar. 11. A reception and dance held at Crystal Lodge in Council Bluffs was attended by more than 200.

Paul Rentenio, section man, who has been off duty since Christmas, will leave soon for Chicago to undergo an operation at the Wesley Memorial Hospital.

Night Yardmaster Howard Loper, who had been recuperating at home for a couple of months, returned to work in April.

Car Inspector Milton Exline, who recently purchased an acreage, spent his two-week vacation in April putting in a garden.

Several car department employes have been busy moving recently, namely Carman Leslie Hansen, Car Inspectors Russell Anderson and Wilbur Russ, and Air Brake Man Max Lake.

The following article, which refers to the young son of Howard Guzzle, equipment maintainer at Manilla, Ia., is quoted from the *Manilla Times*:

"Danny Guzzle, 21-month-old son of Mr. and Mrs. Howard L. Guzzle of Manilla, 'gave up' the straight pin, which he had swallowed the morning of *Friday the 13th*, on Monday afternoon (three days later), and not only relieved his parents of a strain but also many friends in the community who were worrying for three days. Danny swallowed the pin Friday morning and suffered no ill effects at the time nor during the days which followed. His mother was standing near him at the time he was holding the pin, and a matter of seconds passed when she heard him choke and could not locate the pin. An X-ray showed that the pin had lodged in the esophagus and it was necessary to take him to St. Anthony's

Hospital at Carroll in the event an operation was necessary. The trip was made in the doctor's car over the icy highways, and the X-ray at the Carroll Hospital showed that the pin had dropped into Danny's stomach—that was the beginning of the three-day wait. In Danny's diet of starch food went shredded bits of cotton and everyone relaxed when Mrs. Guzzle made the announcement that she 'had the pin back.'"

East End

Benjamin P. Dvorak, Correspondent

Assistant Engineer L. R. Boetcher is confined to his home because of an old injury caused by a fall on the ice several winters ago. However, he is putting in full time daily doing office work at home.

Section Laborer E. H. Lietz, Wyoming, is off duty because of a heart ailment. He has been away since last Nov. 5.

John Peckosh died at his home in Oxford Junction on Apr. 13. He was a brother of Louis Peckosh, conductor on the Calmar line.

Fred Winston, retired conductor, and wife who had been wintering in Florida, were called home to Marion by the death of Mr. Winston's brother, L. W. Winston of Savanna, Ill. He was switchman in the Savanna yards.

Mr. and Mrs. Hugh Jones visited recently with the M. C. Jacobs family in Waterloo. At one time Mr. Jacobs was employed in the Road's car department and also served as ticket agent at Perry.

Muriel Reichert left on Apr. 30 for Los Angeles to visit with relatives, the R. A. Kelsey and M. J. Cate families. She plans to secure employment in California and become a permanent resident of that state.

On Apr. 24 Mrs. Ernest A. Wooley left for New York from where she sailed for England to visit with relatives of the late Mr. Wooley, a retired car department employe.

E. Dorpinghaus was appointed helper at Storm Lake temporarily and J. A. Crouch was assigned as temporary clerk at the same station, both positions to be in effect for 60 days.

Due to force reductions, a number of changes have taken place recently in the Marion office. Virto M. Reichert has resumed service in the operating department as general clerk in the office of superintendent, vice Ray Burke who returned to the position of chief yard clerk at Cedar Rapids on Mar. 1.

Cliff Gouley whose position at Mason City was abolished, exercised his rights in the engineering department and reported on Mar. 1 to displace V. M. Reichert as chief clerk to Division Engineer Whiteford. However, on Mar. 29 he was displaced by Merwen L. Taylor, former chief clerk to the agent at Ottumwa and at one time employed in the engineering department. With the

WEST COAST WOOD PRESERVING CO.

["We are proud to serve "The Milwaukee Road" in supplying treated ties and structural timbers."]

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merging of the Kansas City Division and the abolishment of the superintendent's office in Ottumwa, Merwen eventually was "bumped" from the position in the freight house.

Cliff Gourley has been granted a 90-day leave and has departed for California.

Mrs. G. C. Crabb, mother of George A. Crabb, retired passenger and ticket agent, passed away at her son's home in Cedar Rapids in April.

Ray Burke, chief yard clerk, is off on account of sickness. We understand that he is hospitalized.

LACROSSE & RIVER DIVISION

First District

K. D. Smith, Correspondent

Some of you may have seen the edition of the Madison paper which features Roundy's column wherein he stated that when he was on the Hiawatha recently he asked the conductor if it stopped at Wisconsin Dells and the conductor told him that they pass by so fast that the depot gets turned around twice. Well, Roundy just ain't up to modern speed. On a recent trip the Olympian, eastbound, which happened to be a few minutes late, passed time freight No. 63 with 120 cars on Tunnel City hill, and an inquisitive passenger asked the conductor if what they had just passed was a caboose hop!

The Old Hayburner

*Time was when our railroad was young,
That in depots and switch shanties there
hung*

*Two lanterns with globes red and white
Which the night men kept shiny and bright.*

*What memories they now bring back
Of the days when they smelled up the shack
With that high-seasoned signal oil odor
Which on cold days would topple one over.*

*How they froze up when, standing in snow,
You dug out switch points at 20 below.
How pranksters stuffed waste in their lid
And you cursed it for a poor way to kid.*

*Electric gadgets have taken their place
And we move at a much faster pace,
But our memory carries the stamp
Of the "glim" of the old hayburner lamp!*

We regret to report that George J. Hurst, retired brakeman, 66, passed away on Apr. 3 in Milwaukee. Interment was at Forest Home cemetery. Surviving are his wife and other relatives.

Government is like a stomach. If it is doing its work right you will hardly realize you've got one.



The birthday cake was the menu highlight as Spencer, Ia., Chapter of the Milwaukee Road Women's Club observed its 12th anniversary with a potluck supper for the family on Mar. 31. About 45 attended the party in the club rooms in the Farmers Bank. On the social committee were Mrs. Robert Graen, Sr., Mrs. Henry Rhode and Mrs. Carol Rose.

Second District

H. F. Ogden, Correspondent

Clara Johnson, clerk in Superintendent's office, is confined to home activities only, on account of a broken arm.

Paul Betsinger, section laborer at La Crosse, was away for a week, due to a back injury received at home.

Alice Hovind, stenographer in superintendent's office, participated in the Women's International Bowling Tournament at St. Paul on Apr. 23-24.

Vern Bergstrom, passenger brakeman, has the "Milwaukee" spirit. His 18-foot 75 h.p. speed cruiser now named "Mississippi" will be re-christened "Hiawatha."

Third District

M. G. Conklin, Correspondent

Trainman Elmer Jonas, Mrs. Jonas, and son Ronald are vacationing in Florida at this time.

R. G. Reynolds, son of Storehelper Guy Reynolds, will teach commercial subjects in the senior high school at Wausau for the year 1950-51.

Patricia Janz, daughter of Engineer Arthur Janz, was one of the winners in the annual art contest of the Wausau Federated Woman's Club at Wausau. Her picture, "Spring Logging," won second prize.

Willard Leney, who is a student at the University of Michigan, was recently elected to Phi Kappa Phi, honor society. To attain membership in this society a student must rank in the upper one-eighth of his class and stand high in character and personality. Willard is the son of Conductor Bert Leney.

ROCKY MOUNTAIN DIVISION

Nora B. Decco, Correspondent

Don't you remember me? I used to write for The Milwaukee Magazine. Have been spending the past several months studying "The Beginners Manual for a Rebuilt Typewriter and How to Put in a Ribbon,"— I done it, so here goes.

Miss Dixie Griffith, daughter of Mr. and Mrs. Dick Griffith, will graduate the end of May from Mary Hardin Baylor College in Belton, Tex. Miss Dixie was born in Three Forks and attended school here, graduating from Butte High where she was a baton twirler in the band. Mr. and Mrs. Griffith will attend the graduation.

Miss Clara Helen Stansberry of Three Forks, daughter of Mr. and Mrs. Arthur Stansberry of Billings, and Donald Eugene Jenkins, youngest son of Conductor Homer Jenkins, were married in Helena on Apr. 10 at the parsonage of the Christian Church. Sherman Lee and Mrs. Lee, sister and brother-in-law of the groom, were the attendants. They will make their home in Three Forks where Donald is employed in the Milwaukee engine service.

Miss Loretta Duckworth and Ralph C. Tubbs were married in Bozeman on Apr 1. Miss Duckworth came here from Morgantown, N. C. They will make Three Forks their home. Mr. Tubbs is with the Milwaukee track department here.

Rocky Mountain Division employes learned recently of the death of T. W. Hawksworth in Tacoma. Mr. Hawksworth was roundhouse foreman of the Gallatin Valley road in Bozeman from 1928 through 1934. He was then roundhouse foreman in Great Falls

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for the Milwaukee from 1934 to 1940 when he retired. He is survived by his widow, Jessie, and three daughters—one, Martha, is registrar at Montana State College in Bozeman—and a son, T. W. Jr., of Butte.

Another death on this division was that of Nelson D. Crane, retired engineer of Bozeman, early in April. Mr. Crane had been ill for some time and had retired from the Gallatin Valley line where he was engineer on the local for more than 30 years. He had been a Milwaukee engineer for 40 years. He is survived by his widow, Mary, two daughters and two sons and several grand children.

Mr. and Mrs. W. H. Merrill have returned from a trip to Odessa, Wash., where they visited their daughter Betty and family; also visited with their daughter Marjorie in Missoula where she is attending the state university.

Gallatin Gateway Inn has a new manager. Dan Young, for so many years its boss, has turned over the job of pleasing the tourists (and no one could do this better than Dan) to "Pappy" Smith who is also manager of the Diamond S Ranch Hotel at Boulder Hot Springs. Mr. Young had been manager of the Gallatin Gateway Inn for 23 years, or almost the entire time since it was built and opened to the public as the Milwaukee Road entrance to Yellowstone Park. Mr. Young and his fine family will reside in Bozeman where he is so well known. We regret the leaving of Dan Young from the Gateway Inn, but feel the new manager will give the best of service, through his wide experience with hotel and dude ranch life, to all who come this way. The Inn will open June 1 and close Oct. 15, a somewhat longer time than usual.

Three Forks will go "all out" Western this summer. First on the handbills we show a rodeo and barbecue for 500 Detroit Shriners on June 25, and on July 28 and 29 a two-day rodeo celebration and a pageant, "Corridor of an Empire," written by Bert Hanson of the State University, Public Service Division, and the entire cast to be composed of local talent and about 30 members of the Flathead Indian tribe. The pageant is a story of the Lewis and Clark expedition and the Three Forks headwaters of the Missouri River. The celebration is sponsored here by the Pioneer Trails Association which has grown from the celebrations of former years into an annual affair, drawing more and larger crowds of people here each July

It has just come to the attention of the Magazine that S. S. Koehler, a veteran Rocky Mountain Division employe, passed away on Nov. 21, 1949, at Deer Lodge, Mont. Burial was at Deer Lodge. Mr. Koehler had been in Milwaukee Road service for 54 years. Sympathy is extended to his family.



An on-the-job snapshot of Carpenter Matt Kurzejka, who is shown here probing for a broken water pipe at the Aberdeen, S. D., yard. The onlooker is Pump Repairer R. J. Blake.

Northern Montana

Pat Yates, Correspondent

We extend sympathy to Section Foreman Ivan Syron on the death of Mrs. Syron who passed away Apr. 13. Mr. Syron and family, of Judith Gap wish, through the Magazine, to thank their friends for their understanding during their sorrow.

D. L. McVey, retired conductor now living in Riverton, Wyo., spent a few days in Lewistown recently and stopped in at the superintendent's office for a visit with old friends.

Clerk Clyde Duncan, Harlowton, has displaced Freight House Foreman Jake Sanford. Clerk Oscar Indreland, also of Harlowton, displaced Assistant Baggageman Charley Jones.

Our congratulations to Brakeman Floyd Trumppower and wife on the arrival of a baby boy in April.

Mrs. Jack F. Abel, wife of fireman, recently underwent an operation at Great Falls.

Harvey Clemons, shovel operator from Deer Lodge, visited his daughter here recently. I think he had his eye on the fishing water around here, kind of looking forward to the opening of the season.

The Milwaukee Road Centennial program sponsored by the Chamber of Commerce, the Rotary Club and the Kiwanis Club was held on Apr. 17 at a noon luncheon in the Calvert Hotel in Lewistown. Heading the list of speakers was L. H. Dugan, vice president,

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Seattle. Other speakers were J. O. Mcllyar, western traffic manager; O. R. Anderson, general passenger agent, Lines West; F. J. Newell, assistant public relations officer; and A. E. Gist, DF&PA, Great Falls.

H & D DIVISION

West H & D

Lloyd Gilbert, Division Editor

From Java comes the news that Agent E. C. Weatherly won out in the local election as mayor.

Signal Supervisor O. P. Hansen has moved his headquarters from Aberdeen to Minneapolis. Though at Aberdeen only three years, Oscar has many friends here and he will be missed.

Another loss at this time is Chief Dispatcher V. P. Sohn, who goes to Seattle on special assignment. Vern has been at Aberdeen for five years. R. D. Mathis of Montevideo will replace him.

Agent M. E. Gillson of Orient retired on May after more than 20 years of service at that location. He is replaced by J. H. Higgins of Glencoe.

Our sympathy goes to Mr. and Mrs. Melvin Fetzer of Minot in the recent loss of their infant daughter. Melvin is a native of Roscoe and was for some time an East H&D operator.

Fargo's section 63 has put in a temporary spur at Wild Rice, N. D., to handle heavy shipment of paving materials this summer.

Section Foreman K. D. Natzel bid in at Bristol when his brother returned to take over the Montevideo position.

Sympathy is extended to Operator R. F. Huger at Aberdeen in the recent loss of his mother.

East H & D

Martha Moehring, Correspondent

Signal Supervisor Tom Hanlon, whose territory is being taken over by consolidation with the Aberdeen office, made his final call here recently and we shook hands all around. Tom goes on vacation and after that will be working with a line crew.

Chief Dispatcher Bob Mathis left in April for Aberdeen where he will be chief. Our new chief is Wayne Smith from Mobridge.

Dispatcher Jap Wik now answers to the name of "Dad" since his daughter, Wendy Lee, arrived on Apr. 27. The bunch around the office honored him with a shower of appropriate (?) gifts for the little lady.

We lost two of our former employes on Apr. 29. Harry Friih, retired engineer, and H. N. Helgerson, retired conductor, both passed away on that date.

Fireman George Ryman has purchased Al's popcorn stand near the Hollywood Theater at Montevideo and he and his wife



Rough weather conditions in the Dakotas account for this unusual picture, which shows three eastbound passenger Diesels being in Aberdeen, S. D., at the same time.

will operate it with the assistance of George's kid brother. If you like to crunch popcorn while watching your favorite horse operas, George's stand is powerfully handy.

Tom Thompson, retired B&B foreman, who had been living on the west coast, passed away recently. His body was returned to Montevideo for burial.

Conductor Frank Wilcox is enjoying a visit with his new grandson whom he had never seen and who was born in India. Frank, Jr., who is a missionary in Pakistan, is home with his wife and son for a year's furlough. Grandma Wilcox met the family in New York when the Queen Mary brought them in.

The following firemen recently passed their promotion examinations and are eligible for engineering service: Walt Ness, Cal Sorby, Norris Rye, Donald McLeod, John Aune, Norman Ronning, Julius Angerhofer, John Stein, Philip McKeown, Harry Ryman, Jr., Wallace Gustafson, Henry C. Johnson, Walter Galbrecht, Walter Sturtevant and Raymond Wagy.

Joe Andres, former chief dispatcher, is undergoing surgery and treatment at Rochester and is coming along nicely. Quite a number of the "rails" have been down to visit Joe who is at St. Mary's Hospital.

R. C. Adams, company doctor at Bird Island, passed away recently after a long illness.

Engineer C. F. Walters has built a new home near that of Conductor E. B. Crooker at New Richmond, Wis. They state that in time they expect to have a Milwaukee Road colony located there.

"Luck" is seldom against the man who puts a "p" in front of it.

TWIN CITY TERMINALS

South Minneapolis Car Dept. and Coach Yard

Oriole M. Smythe, Correspondent

Lieutenant of Police George Beguhl recently returned from a vacation in southern Illinois. At his home in St. Paul the first week in April George and his twin brother celebrated their birthday. A gift from his twin brother (who makes hooked rugs of yarn for a hobby) was a 2 x 4 foot hand-hooked rug with gray background and floral design of green leaves and red flowers.

Welcome to James Dahl on his return to work after two months' illness.

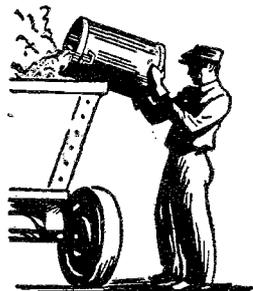
Stenographer Elizabeth Brzezinski is vacationing at this time and accompanying her mother from Tulsa, Okla., to Minneapolis for a visit.

Carman Ole Stenseth and wife will celebrate his retirement, following 45 years of service, by sailing for Oslo, Sweden, on May 12.

Machinist Harry Bell retired on Apr. 21 with over 35 years of service to his credit. Machinist Michael Zinnel, after 43 years' service, will retire on May 1. Carmen Peter Severson and Carl Hanson, with 36 and 35 years respectively, will also retire on May 1.

Retirement of locomotive department employees as follows:

John E. Stephenson, machinist, 28 years service; Frank E. Sjoberg, machinist helper, 6 years; Thomas J. Duggan, boilermaker, 28 years; A. W. Kunz, machinist helper, 7 years; Vincent J. Legum, painter helper, 32 years; J. J. Schramek, machinist, 43 years; Carl I. Palm, machinist helper, 27 years; John J. Minetor, machinist, 34 years.



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A pretty bride at a Minneapolis church wedding on Apr. 15 was Miss Nancy Sirotiak, married to Donald E. Funk. Nancy is a daughter of Mike Sirotiak, freight car painter at Minneapolis schedule car shop.

Milwaukee Road people who tuned in on the Camel Quiz program as it was broadcast from Los Angeles on Apr. 29 were probably astonished when Otto Carlson, Minneapolis mechanic, came on as one of the contestants. In the interview with master of ceremonies Bob Hawk, Carlson got in a splendid plug for The Milwaukee Road and for the Hiawathas which, he assured the radio audience, are the best trains in the country. Carlson was in Los Angeles on a vacation.

St. Paul Traffic Department

Brooksie Burk, Correspondent

Mrs. R. A. Burns, wife of general agent, chose an excellent time for her trip to Quantico, Va., during our very cold end-of-April weather. Mrs. Burns visited their son, Lt. Col. Robert Burns, and his family.

It's always nice to have the summer months roll 'round again for many reasons—one of the biggest, for this column at least, being vacation news. There certainly is a scarcity of material in this area. Somebody please do something!

St. Paul Freight Station

Allen C. Rothmund, Correspondent

Dennis Harrington, ex-engineer and St. Paul freight house employe, passed away Apr. 9. Denny was nearly 90 years of age.

Traveling Auditor Frank Covnick and assistants are checking this station at this time.

On Apr. 20 I attended a birthday party. Eighty-five lighted candles were burning on the cake. The dear old lady could not extinguish the flames with a single breath but succeeded after three attempts. The dear old lady is my mother. She said, "It was a bonfire."

April 25 was a confusing day in St. Paul.

On the job with Section Foreman Leo Lombardo (right) and crew who were snapped recently while putting in new rail on track 4 main at the east end of Galewood yard. Lombardo has been with the Road since 1918 and at Galewood since 1931.



It was cold and snowing. The radios were playing "Jingle Bells." It seemed like the 25th of December—a white Christmas. It was opening day here for the St. Paul baseball team. It was also election day. The last two events changed the picture.

We have learned that our veterans will meet at Minneapolis this year on Saturday, Sept. 30. I'll be seeing you.

CHICAGO TERMINALS

Sleeping and Dining Car Department

Marie Keys, Correspondent

Upon receiving the news that Tom Rowley planned to retire because of disability, his friends in the sleeping and dining car department indicated their wish that a gift be given him as an expression of their esteem. As a result, 399 persons contributed toward one, among whom were employes in the office—commissary, accounting department, laundry and yards, as well as those employed on the road—cooks, waiters, stewards, porters and conductors. The gift was

presented to him at his home by Inspector Thomas Triggs and Charles H. Pope, porter instructor. Tom Rowley has sent word since that, as suggested, he was using the gift to purchase a television set so he would enjoy watching the ball games and other programs, and in this way, would have a lasting reminder of the thoughtfulness of his friends.

Mr. Rowley entered the employment of the Road on Aug. 16, 1916, as a clerk in the accounting department and continued until Sept. 1, 1949, at which time he became ill. His position was that of special representative.

Upon Mr. Rowley's retirement Feb. 28, William R. Jones, chief clerk, was appointed to succeed him. Bill Jones was first employed in this department as an office boy for the summer of 1929. After completing his schooling, he returned to this job on Feb. 26, 1930, and has continued working for the Road since that date, in various positions in this department.

The position of Chief Clerk is now delegated to Wilfred Sommer, who had been manager of the laundry in the commissary building, Western Avenue coach yard. He, too, started his service with the Road as office boy, starting on Dec. 17, 1936.

Edward J. Dummer, who had been employed in the commissary since May 17, 1930, was appointed to fill the vacancy of manager of the laundry.

Simon Tobiaz, our former office boy now employed in the commissary, has been a target for Dan Cupid, Si having become engaged. The wedding plans will be divulged later.

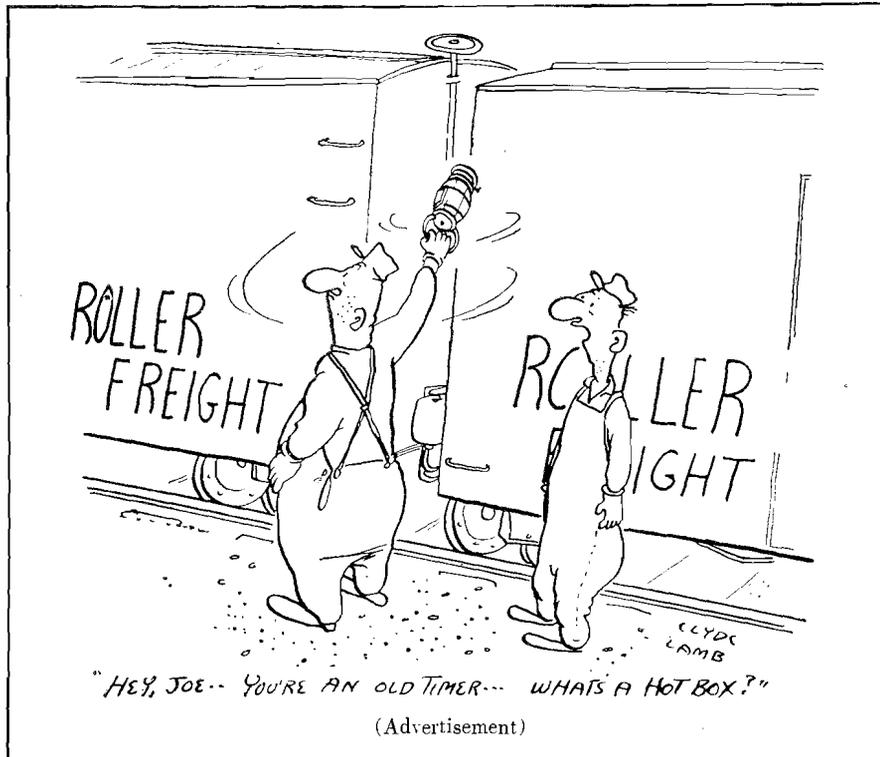
Although the son of Chef T. Green is now five months old, his friends will no doubt wish to extend their congratulations.

A welcome is extended to Charles Korsch, clerk, and Joseph V. Wegrzyn, relief man, who are now employed in the commissary, and to Victor Edgren, clerk in the sleeping and dining car department.

It was with deep regret that we learned of the recent death of Steward H. E. Bernadick, who had 30 years' service with the Road.

Sincere sympathy is extended to Andrew Gilmore, Robert Norie, F. W. McDonald and A. J. Johnson in their recent bereavements.

Early vacations have gained in popularity in our department, E. D. Sokol, sign-out man, and his wife having recently enjoyed a week in New York City. File Clerk A. J. Guettel and wife had a splendid visit with their son in Newark, N. J. Wilfred Sommer, chief clerk, and his wife June, a comptometer operator in our office, recently returned from a two-week trip, having driven to Miami, Fla., and flown to Cuba. W. R. Jones, special representative, is devoting his vacation to landscaping his garden.



Union Street

Florence LaMonica, Correspondent

Walter Seiler suffered a heart attack on his way home from work on Mar. 31 and passed away Apr. 1. He had 48 years of continuous service at Union Street. Condolences are extended to Mrs. Seiler and the family.

James Sistek, in House 2, lost his father on Apr. 24.

Larry Doyle, police department, is the proud papa of a boy. Ronald Edwin joined the family on Apr. 25, weighing in at seven pounds.

Through the "Chicago Bowler" we learn that Bill Herzog, House 5, is a super bowler. He recently strung 12 strikes together for a 300 game. The boys tell me this is comparable to a no hit game in baseball. Bill received a wrist watch, gold ring, diamond pin and numerous other prizes and gifts.

Well, folks, no luck on the apartment situation and I'll be out of my present home as of May 10. We'll have to store or dispose of everything, and farm the youngster out somewhere. Thanks for trying, anyway. Otto Stainer, who is apartment hunting, too, will appreciate any leads you can give him.

Galewood

Norma Gunderson, Correspondent

Hubie Hoffman is back on the job after being on the sick list for some time.

John Tarpinian and wife announce the arrival of Paul Manning, born on Apr. 5.

Florence Follette, cashier's clerk, passed away on Apr. 6.

Eda Lehman, trainmaster's clerk, reports that she is feeling much better since she arrived at Phoenix, Ariz. She plans to visit Ellen Woods in Tucson on her return trip.

The mother of Dominick Boyle passed away Apr. 18 at the age of 98.

It was nice to have three retired yard department employes—Pop Karr, H. C. Geeve and Walter Kolazinski—pay us a visit recently.

Mary Lou, who left Galewood some time ago, paid us a visit with her little daughter on Apr. 20.

Galewood's representative of the Milwaukee Road Women's Club wishes to thank all who helped put the Galewood district over the top with a membership of 655.

Archie Sinclair, freight house, returned to work on Apr. 17 after a three-month stay in Florida.

Bensenville

Dorothy Lee Camp, Correspondent

William Kelley, relief crew director at Galewood, is interested in starting a roller skating group called the Olympian Rollers, after our crack train. Anyone wanting to join can reach Kelly during the day on Tuesday and Wednesday, on extension 7. From the information received, there are already some pretty clever skaters in the group.

Sandra and Carole Lewin were as excited as mother and daddy, Robert Lewin, over the arrival of a baby brother, Alan, on Apr. 19; weighing in at eight pounds. Alan has an uncle and grandfather with the Milwaukee also. The Lewins are all switchmen.

Don Wallace finally came down to earth long enough to tell about the arrival of Don Stewart II last Dec. 20. Grandma Elinor Wallace is also a member of the Milwaukee family, in the treasurer's office in Chicago.

Bill H. Lowe, Chicago Terminals switchman, dropped in at the office recently to say that he was retiring on May 1 so he

could have a garden and enjoy himself. Bill started on the Iowa Division in 1912 and had been in the Chicago Terminals for 25 years. Out of his 51 years of railroad service, 45 were spent on the Milwaukee.

Pablo Moreno, PFI man, and family have moved into their new home near Wooddale and are enjoying its modern comforts. Pablo formerly lived in a section which was bought up for the O'Hare airport.

Sorry to hear that Train Clerk Freddie Grund has been ill recently.

Leon Scholl, clerk, drove to Mason City, Ia., to attend the May wedding of his sister Mildred.

Acting Trainmaster Roy Love has gone to Milwaukee as regular trainmaster.

Glad to see both Harold Ackerson and Norman Downs back on the railroad. Both were formerly in Mr. Bishop's office—now on the extra board.

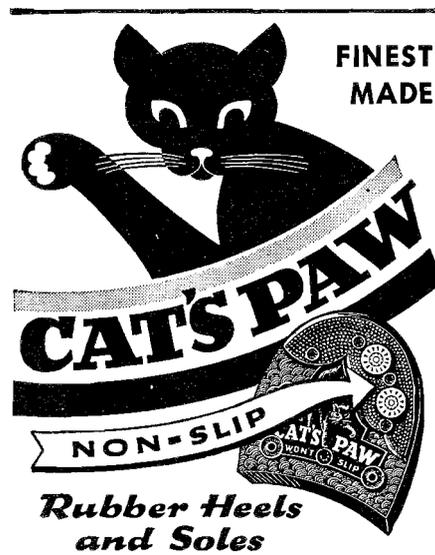
Erving Scorza, clerk, has taken a leave of absence and is attending the Moody Bible Institute. He hopes to realize his life's ambition and become a minister.

April was a happy month for a lot of C&M Division fellows, as "exams" for conductor came off then. Gordon Losey, Ed Kazynski and Fritz Mittelbock were among those who made the grade and their conductor dates. Names of others who passed were not available as this was written.

Yardmaster John R. Harding was recently locked out of his home—doctor's orders. His son Jerry and wife Lucille both had diphtheria, and a very rough time of it, too. Health officers of Elgin said they had the first cases in so many years that they had almost forgotten the disease existed.

Many a man's ambition is to be able to afford to spend what he's already spending.

—Baltimore & Ohio Magazine



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I & D DIVISION

Karen B. Rugee, Division Editor

With the Iowa weather as it has been, Cliff Courley and his family are lucky to be vacationing at this time in sunny (we hope) California.

Duane Ray, P.F.I., thought April would be an ideal time to take his vacation and get his crops planted. Rain, snow and freezing weather were against him and with his vacation gone and no seeding done, Duane is wondering when he is going to catch up on his farm work.

S. E. Crandall, wrecking engineer, is catching up on his childhood illnesses—he is recovering from the measles.

J. F. Millard, operator at Britt, is breaking in as train dispatcher at Mason City.

A. M. Choate, agent at Nora Springs, is on the sick list and is being relieved by C. D. Wooldrik, extra agent-operator.

Agent W. F. Millard is back on the job at Garner following his recent illness.

We understand that Section Foreman Bertleson of New Hampton would like to have the next claim prevention meeting held at Canton or points west so he will have a good chance to try out his new Kaiser. He has Agent D. J. Walters convinced that the Kaiser is a pretty good car.

R. I. MacGregor, engineering department, is grandpa for the first time. A boy was born Apr. 6 at the home of his son, Robert.

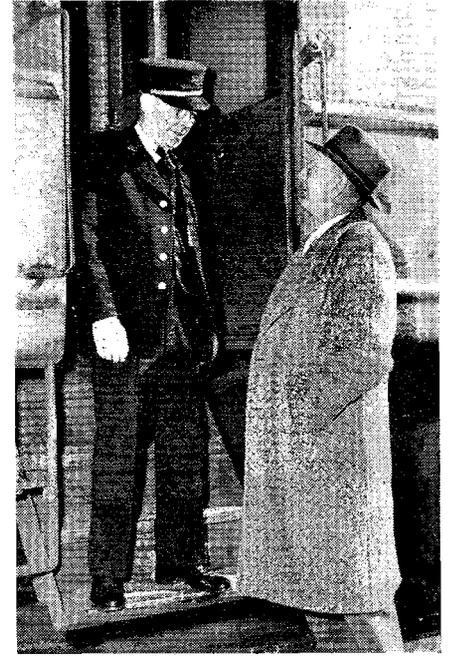
Michel R. LaRue was born Feb. 21 at Lakota Airfield, which is near Tokyo, Japan. He is the second grandson of Ray Kerlin, retired conductor.

Mrs. H. L. McCaughey, wife of round-house foreman at Mason City, is confined to her home due to illness. She has been in and out of the hospital several times during the past few months and we hope she will soon be on the road to recovery.

Mr. and Mrs. C. F. Craven, Long Beach, Calif., were in Mason City recently to attend the funeral of their daughter Viola who passed away suddenly in Chicago. The Cravens have been living in California since Mr. Craven's retirement in 1944.

Edwin N. Norquist, 63, former I&D conductor, passed away on Apr. 1 at Long Beach, Calif. The Norquists had been living at Long Beach for the past two years.

The Robert L. Hicks' are the parents of a baby girl. She was born Apr. 28 and weighed in at seven pounds, two ounces.



Conductor Pete McGuire of Marquette, Ia., being congratulated by Superintendent R. C. Dodds on rounding out 55 years of service on the I&D Division. Actually, McGuire has three years more, but prefers to count only those in road service. His record is tops on the I&D. (Mason City Globe-Gazette photo.)

Herman Frazee, our genial ticket agent, recently submitted to an emergency operation. He is getting along fine.

John F. Barnett, who was suddenly taken ill and rushed to the hospital, has recovered sufficiently to return home.

Mrs. Ben Hendrickson, wife of retired conductor, passed away from a heart attack at her home near Mason City on Apr. 29. She was the mother of Conductor Walter B. Hendrickson. Many of us feel deeply grieved over the loss of a wonderful friend.

Sanborn-Rapid City

Albert J. Gall, Correspondent

The Mitchell Milwaukee Road howling team won first place in the City National Bowling League for the second consecutive year. The team is composed of Storekeeper C. M. Morgan as captain; C. R. Wallis, retired engineer; Joe Ide, section laborer; L. Lindemer, car foreman; Eugene Stotz, relief ticket clerk; and with G. L. Wallis, freight house clerk, as sixth man. The team finished the season with 52 wins and 32 losses and was three games ahead of the second place team. They received a beautiful trophy from the Mitchell Bowling Association for having topped the league and will also receive the ABC winner's certificate.

The week end of Apr. 22 C. R. and G. L. Wallis, C. M. Morgan, E. A. Stotz and W. D. Cunningham journeyed to Minneapolis to compete in the Milwaukee Road tournament, but no one will commit himself as to the outcome.

D. W. Huntsman, agent at Interior, is on vacation at this time. Operator I. J. Carey and wife of Rapid City are visiting in Chicago.

Conductor Foote and wife recently returned from a trip to California.

The bigger a man's head gets, the easier it is to fill his shoes.

The Milwaukee Road Magazine



Herman F. Schrader, I&D section foreman, shown here with Mrs. Schrader, retired recently after 58 years of service. The Schraders make their home at Rudd, Ia.

Second District

Fay Ness, Correspondent

Several of our employes have been patients in the new Veterans Hospital at Sioux Falls. William Luth, retired engineer, is still there and would probably enjoy having some of his old friends visit him. Conductor A. Harrison is at home after undergoing surgery at Sioux Falls and expects to report for work soon. Engineer C. H. Undine also expects to be back to work after an operation at Veterans Hospital. Fireman William Konoposis was also confined at Vets Hospital with pneumonia, but is at present recuperating at home.

Fireman H. J. Schraeder is the proud papa of a daughter born Apr. 3.

Engineers U. S. LaBreck and A. G. Thompson have joined the ranks of retired employes after 48 years each of loyal service.

Mrs. W. C. Givens, widow of former superintendent, passed away at the home of her son Norman in McKeesport, Pa. Funeral services were conducted at Sioux City on Apr. 28. In addition to Norman, she is survived by her son William, of Omaha, and three grandsons.

George V. Kohls, 57, agent at Mapleton, Ia., passed away after a heart seizure at his home on Apr. 7. Mr. Kohls was local chairman of the telegraphers' organization.

Walter B. Anderson, retired conductor, was a visitor in Sioux Falls recently. Walt seems to have the formula for staying young—he lives in Los Angeles and tells us he still attends dances several nights a week. It certainly must agree with him, as he looks fine.

Sioux Falls Line

V. L. West, Correspondent

Switchman Ole (Santa Claus) Anderson recently was awarded a pin which indicates 40 years of service for the Milwaukee.

Carman Glenn Kasak, who was recently elected treasurer of the South Dakota State Credit Union League, has received his 25-year pin.

The members of the Women's Club have been very busy lately redecorating their clubroom, with the help of Trainman Lew Reding. They are proud of it and have reason to be.

Switchman and Mrs. Dan Hunter are spending their vacation in Dallas, Tex., at this time.

Trucker George Hamelstrom recently took a 30-day leave to visit friends in Portland, Ore., and was delayed by a snowstorm when returning.

E. C. Adams, chief clerk in the Chicago office, and Mrs. Adams were recent visitors at the home of Switchman Walt Adams and Freight House Foreman Nick Kelley.

Louis Galland, freight conductor, suffered a fatal heart attack on Mar. 29. Sympathy is extended to the family.

TERRE HAUTE DIVISION

West Clinton Area

Earl H. Lehman, Correspondent

I. H. Guinup, retired conductor, died at Indianapolis on Mar. 24. He was 87 years of age and was the first railroader on this division to retire under the retirement act.

Machinist Arnold A. Rodgers died on Apr. 2 after a few weeks' illness. Burial was at Danville, Ill., with the American Legion honor guard of St. Bernice conducting military rites at the grave. He is survived by Mrs. Rodgers and family.

Telegrapher Albert Dressler, St. Paul, has bid in the third trick at West Clinton.

Storehelper Nye Parker and wife are proud of their new car, and no wonder. It's a Chevrolet!

Burt Bush, one of our ace conductors, surprised us recently by driving down in a nice looking Plymouth.

Some of the fellows are really catching fish out of Brouellet's Creek this spring. Champions seem to be Yard Clerk Ray Williams, Foreman Charles Reedy, George Bain, retired conductor, and Brakeman Max Vickers. Roundhouse Caller Bob Morris says not to forget him.

Welder Loren Martin with his equipment and crew was here during April for the regular spring welding.

"Stephen Douglas" is the name given to Conductor William G. Pate's new grandson, born Apr. 12. He weighed nine pounds and

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(ALL-Cast Directional Finned
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one ounce. Grover and Mrs. Pate hurried to Hammond, where their daughter resides, as soon as they heard the news.

Carmen Walter Guthrie and Albert Tryon returned to work on Apr. 1 after being ill for several weeks.

Conductor Henry Spaulding retired in April. He and Mrs. Spaulding left for an extended visit with their daughter in Houston, Tex.

Conductor M. L. Hewitt was seriously ill during April.

Sympathy is extended to Carman Helper Stanley Beard in the death of his mother in April.

Our thanks to Assistant Master Mechanic Roy Magnuson, Bensenville, and Engineer F. C. Metz, Faithorn, for advising us of the address of Warren Lee. This proves that people do read the West Clinton items.

The sudden death of Engineer Joe Whisman on Apr. 23 was a shock to everyone on this division. He died after a few days' illness. We extend sympathy to Mrs. Whisman.

E. H. Turask, former conductor, died at his home in Plainfield, Ind., on Apr. 22.

Terre Haute District

T. I. Colwell, Correspondent

Agent "Russo" Sims and wife have returned from wintering in Arizona and he is now back on his old job at Crane, Ind.

Mrs. E. L. Cornett, widow of veteran locomotive engineer, has gone to a sanatorium at Vincennes, Ind., for a few months' rest.

Two of the bowlers on our Milwaukee railroad team—Superintendent A. J. Farnham and Car Distributor George J. Scholl—won Ronson lighters recently with high games of 263 and 266. The team, of which Division Engineer H. C. Minter is captain, has led the league for several months but fell into second place during the last week in April.

Fred B. Stewart, passenger train brakeman, retired during March after 43 years of service.

Agent-Operator Milljour of Webster, Ill., has been off on account of illness for several months.

Traveling Auditor Jack McCann has again taken up residence in Terre Haute. I guess Chicago is too big for a small town boy.

Cashier John Mahalek, Terre Haute freight house, is getting to be quite a lecturer. John spoke at the Toastmaster's Club on Apr. 27 on the subject of "A Trip to the Northwest."

Division Engineer Charles Whitham was in Terre Haute just long enough to get acquainted when he was transferred to Savanna, Ill.

To err is human, but when the eraser wears out before the pencil, that's bad!



H. C. Spaulding, Terre Haute Division conductor who retired recently, is shown here taking over the waybills for his last trip from Yard Clerk Kenneth Chumley. Looking on is J. M. Vincent, who retired last fall. Spaulding had 45 years of railroad service.

I & S M DIVISION

H. J. Swank, Division Editor

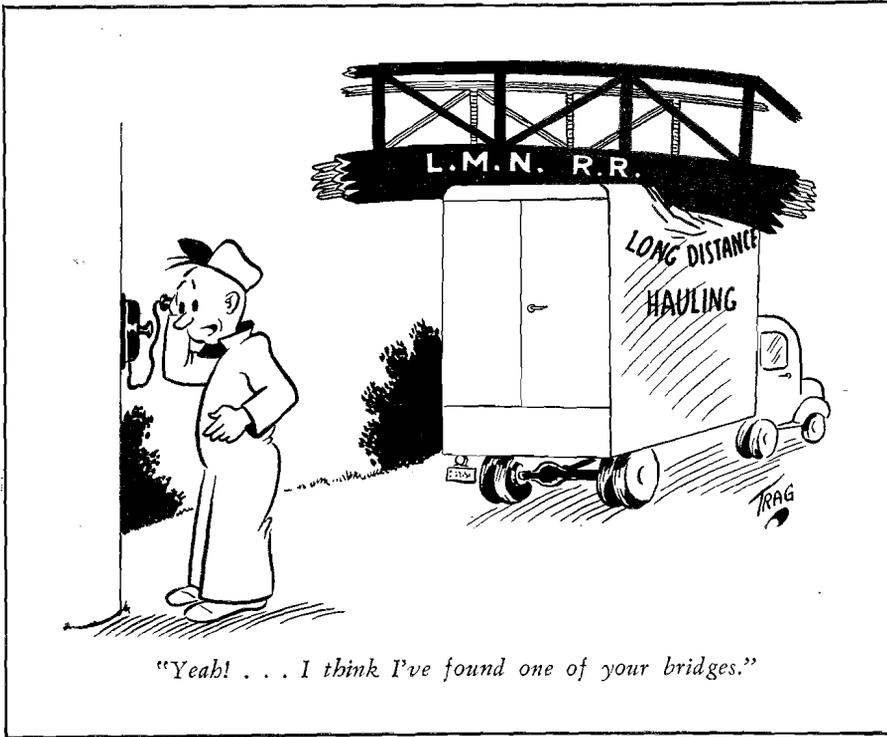
Ole Nicholzen, former roundhouse foreman at Austin, died on Apr. 1. Mr. Nicholzen was born Apr. 6, 1880, at 407 S. Franklin St., Austin, where he lived his entire life. He began working for the Road in 1901 and retired in 1945. Two of his sons, Norman L. and Arden H., worked in Austin roundhouse for some time.

H. S. "Bert" Voorhees passed away on Apr. 4 at St. Olaf Hospital, Austin, where he had been a patient for about a month. Bert started as brakeman on the I&M Division on Feb. 7, 1915, and transferred to Austin yard as switchman on Dec. 28, 1916. On Nov. 26, 1917, he was appointed general yardmaster, Farmington yard, which position he held until it was abolished on May 5, 1921, when he again transferred to Austin yard as switchman. He was promoted to yardmaster on Oct. 10, 1933. For many years, he served on the legislative committee for the trainmen and yardmen. His genial disposition gained him a host of friends among his fellow employes and the shipping public.

Walter G. Whiteside, locomotive engineer, passed way on Apr. 5. Walter entered the service of the Road as a fireman on Aug. 17, 1908, and was promoted to engineer on Dec.

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17, 1908. He had been working regularly until three weeks prior to his death when he went to St. Olaf Hospital for treatment. His condition improved to the extent that he was permitted to go home at the end of three weeks, but after a few days he was again taken to the hospital where he passed away. Walt's pleasant disposition won him many friends, and he will be greatly missed by his fellow workers. He is survived by his widow, and a daughter, Fern, of Washington, D. C.

Conductor Alfred P. Brakke, Madison, S. D., and Zella B. Hansen, Sioux Falls, were married Apr. 11 in the rectory of the First Methodist Church in Brainerd, Minn. The attendants were Mr. and Mrs. Hubert E. Brakke, brother and sister-in-law of the bridegroom. After a wedding trip to Washington, D. C., and New York City the couple will make their home in Madison.

Mr. and Mrs. A. R. Coffman, (SM brakeman) became the parents of a 10-pound boy on Apr. 17. He has been named Greg.

Switchman Claude J. Kelly led the field of Austin bowlers who participated in the Hiawatha tournament at East Side Recreation Center in Minneapolis on Apr. 15 and 16, when he rolled 610 actual pins in the singles on Apr. 16. Others who "also ran" were Bob McCoy, Howard Rafferty, Guy Williams and Harold Swank.

A new carrier phone is being installed at Austin, to give us a direct line to Minneapolis and a hookup with the Chicago office.

Twenty-seven children of the Sumner School in Austin, accompanied by three adults, took an educational railroad tour on Mar. 27 which consisted of the inspection of one of our trains and a ride to Owatonna, with a return trip on No. 118. Porter Cotton explained the workings of the sleeping car and distributed pamphlets, "Pullman on Dress Parade." The youngsters got a thrill out of asking for their own tickets and surrendering them to the conductor. Frank Jeffers was the conductor in charge. Each child was presented with a copy of the AAR pamphlet, "Railroads at Work." Agent E. J. Full, who made the arrangements, received a note of thanks from the youngsters.

May, 1950

SUPERIOR DIVISION

M. B. Herman, Correspondent

M. E. Hastings, our retired agent, called at the office recently and we noticed that he was driving a new Chrysler. He says he is enjoying his vacation and as soon as the weather permits he will be busy in his garden.

The young married daughter of E. S. Reeves, our signal maintainer, passed away recently, following the birth of a little son. We extend sympathy to the bereaved family.

R. Isaacson and wife have returned from a two-month vacation in Florida.

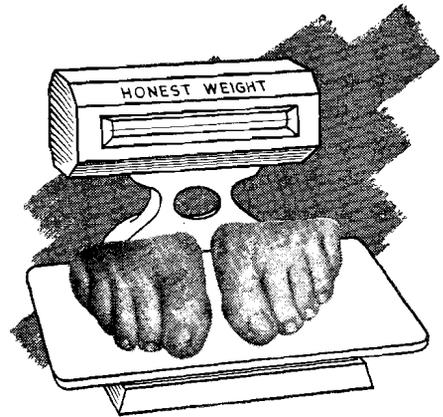
John Olson and wife have returned from a western trip. They visited in Washington and especially enjoyed a stay at Kirkland, which they consider an ideal place for retirement.

The ore season has opened in the north country at Escanaba, which will give four Superior Division train and engine crews work in the ore pool.

R. J. Hopkins, traveling auditor, has been confined to his home due to illness.

Conductors Ed Belisle and Allan Gustafson are both confined to the Veterans Hos-

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pital at Wood, Wis. Conductor A. J. Wickham has been confined to his home for several months on account of illness.

W. R. Albert, retired conductor, died at Green Bay on Apr. 15.

Conductor Joseph O. Gardner, 57, was stricken suddenly at his home while preparing to leave for work and died in the hospital at Iron Mountain on Apr. 17. He was a World War I veteran, in the 106th Engineers of Michigan. He is survived by his widow and four brothers.

Due to changes in the PFI department, Earl Miskimins will be working in some other location.

Conductor Walter Lear of Channing, Mich., has retired. We wish him good hunting and fishing up in that north country.

MILWAUKEE DIVISION
First District
and Superintendent's Office

J. E. Boeshaar, Correspondent

Conductor Robert Lazenby's son was married in Tacoma on May 2. Bob and wife went out there for the wedding.

The new conductor on the way freight out of Milwaukee is Herman Rohde.

Engineer Joe Vandevelden is on the sick list and is in a serious condition at this time. Henry Roessger is also on the sick list.

Sympathy is extended to Engineer Harry Kriofski on the recent death of his wife.

Conductor Art Bishop and his son are building a flat on the northwest side in Milwaukee. Art is doing the supervising.

Roscoe Terwilliger recently bought a car which on the test run gave out with six miles to the gallon down hill.

Russel Joerg's son will graduate from the University of Wisconsin in June.

Jim Murphy, retired engineer, and wife spent a month in Florida during the past winter.

Henry Menard has found a conductor opening on the J line while Dan Healy, who had the run regularly, is having his appendix removed.

The following men have passed the rules examination for conductor: D. D. Young, E. R. Kazynski, F. C. Mittlebach, H. A. Smoger, O. W. Freeman, Jr., J. G. O'Claire, H. C. Porter, C. P. MacAllister, A. G. Losey, R. B. Hegge, G. C. Losey and R. G. Wussow.

Al Jensen has been in Florida for a number of weeks. He is building a home there.

The monthly meeting of the agent's association was held at Libertyville on Apr. 15 and a goodly number attended. Dispatcher Jim Schwantes gave a talk on his experi-



A picture left over from the hunting season shows Bob Helton, night operator at Sturtevant, Wis. (left), and W. J. Hotchkiss, superintendent of the Milwaukee Division, displaying the wing spread of a 20-pound Canadian honker they bagged near Delavan. Bob holds a 10-pounder they also brought down on the trip.

ences as a railroader with the Army in France during World War II. The next meeting will be held at Racine.

Our congratulations to Conductor Don Austin on his marriage which took place on Apr. 15.

Second District

F. J. Love, Correspondent

H. F. Ratliffe, agent at Roxbury, passed away at his home in Mendota, Ill., very suddenly. Harry had been on this division since 1945. Prior to that time he had worked at the CG office and had considerable railroad experience on the CB&Q and the IC. He is survived by his widow at Mendota.

Charles Dobbert stopped in at the office recently and visited with his old friends. He is preparing to return to his place near Lac du Flambeau shortly.

Harry Brice is up and about and will be returning to work soon.

About the time you read this Bob Fuller will be visiting his son at Albuquerque, N. M.

R. R. Cochran is driving around in his new Oldsmobile.

Miss Mary "Dolly" Howard died suddenly



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at her home in Beloit on Apr. 22. Burial was from St. Thomas Catholic Church. Miss Howard had been employed at the Beloit office for the past 32 years. She was very active in church activities and was an officer in the county Democratic party, having attended many national and state conventions of the party. She also took an active part in railroad work and in the Milwaukee Railroad Women's Club.

Third District

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

Conductor A. G. Gates terminated almost 42 years of railroad service with his retirement in March. Al entered train service Oct. 29, 1908, as a brakeman, was promoted to conductor in March, 1919, and had worked in freight service since that time except for a brief period in passenger service in 1947. He will continue to live in Milwaukee.

A claim prevention meeting held at Horicon on Apr. 13 was attended by 69 employes representing nearly all crafts of the railroad. Educational reviews of claim prevention topics were conducted by Mr. Ennis and Superintendent Hotchkiss. Lunch was served and a film of the 1948 World Series was shown.

Rumor has it that Dan Cupid has an arrow directed at N. W. Soergel, former third district trainmaster. Dan confides that he will release the bowstring some time in May.

J. G. Bramer, Beaver Dam patrol conductor for the past several years, ended a railroad service of 38 years when he retired in March. After braking seven years, "Farmer John" was made conductor in March, 1919. He will remain in Horicon.

Word reaches us that J. W. Phillips, retired trainmaster, is seriously ill and confined to a hospital at Austin, Tex.

On Apr. 15 Section Foreman Louis Glasnapp, while performing his duties at Oshkosh, noticed the center pin on a truck of a car had sheared off, permitting the truck to shift eight inches to the rear. A letter of commendation from Superintendent Hotchkiss was awarded him for alertness in preventing what might have developed into a derailment.

IDAHO DIVISION

Mrs. Ruth White, Correspondent

Superintendent G. H. Hill, as president of the Morse Club, presided at the annual banquet held at the Spokane Hotel on Apr. 22, which was attended by scores of Inland Empire telegraphers, members of the Morse Telegraph Club of America. Agent Ramsey and Chief Dispatcher Beal also attended. An open telegraph circuit affords members the opportunity to chat with other "dot-and-dashers" around the country.

With Dispatchers C. A. Olson and S. B. McGinn off work due to ill health, W. J. McQuade, a new man, is filling in, with Roy Gaynor and A. D. Bruneau as regular men.

Operator George Thornton of Spokane was relieved by Evelyn Chester during his recent absence. Operator M. Williamson took Mrs. Chester's place at Othello.

Roadmaster C. F. Allen and Time Reviser H. G. Fuller were called to Minneapolis recently to testify in a trial, but did not have to take the stand as the case was settled out of court. Mr. Fuller returned to his duties in Spokane while Mr. Allen visited in Chicago, Milwaukee, and points in Iowa as part of his vacation. Mr. Allen states that no matter where you travel, there is always someone who knows someone you know. The conductor on the Rock Island train worked with Storekeeper J. C. MacDonald, who was once an engineer for the Rock Island. At the sta-

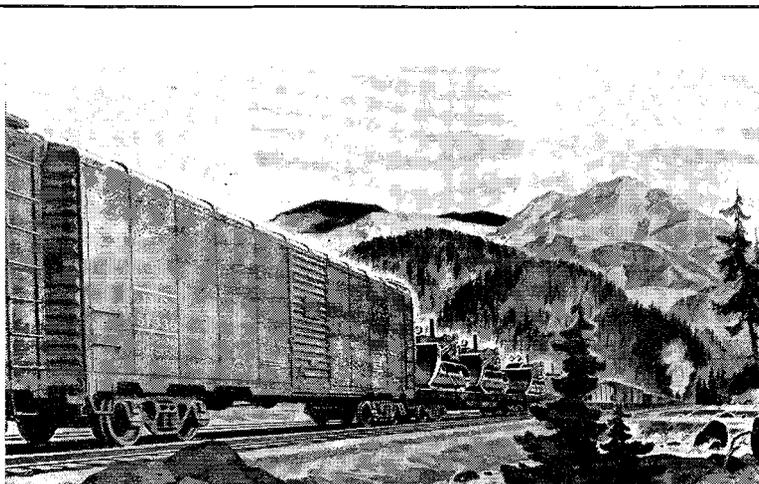
tion at Manley, Ia., Mr. Allen met Dispatcher McGinn's sister, an agent for the R. I.

Watching No. 18 pass the office recently, we saw the familiar faces of Conductor and Mrs. F. W. Krebs and Mr. and Mrs. Vincent Perrone. The Krebs' were called to Winnipeg, Canada, by the illness of Mr. Krebs's

his home and has purchased a new and larger home now under construction.

Conductor M. E. McConkey of the Rocky Mountain Division, who works between Spokane and Deer Lodge, has been off for some time due to illness. He is planning to return to work soon.

Conductor C. W. Miller retired on Mar.



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(Advertisement)

sister who passed away before they arrived.

While assisting in transferring hogs from a derailed car near Tekoa, Trainmaster Snee met with an accident which, although not painful, was very annoying to his associates. After numerous "water" treatments, he fully recovered and can now again enjoy the comforts of his home, including *ham* and eggs for breakfast.

File Clerk E. M. Alleman recently sold

8 after some 35 years of railroading with the Milwaukee. "Chet" had laid off a couple months before retiring. We wish him many years of good health and fun.

Elmer Henson, former ticket clerk in the city office, has been assigned to a steno-clerk job in the Seattle ticket office. He has been with us for about three years.

Louis Helgert, car department employe, is doing some low flying with his "P-38"—

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CHICAGO NEW YORK

Studebaker to some people. R. M. Ferguson, shovel operator, is enjoying a new Ford.

Elmer E. Brunett, retired carman, passed away on Apr. 25 in a Spokane hospital. He retired in 1946 on account of ill health. He had worked in Deer Lodge several years before coming to Spokane. Burial was at that point. He is survived by his widow and two sons, one in the Army the other a student at the University of Montana.

George Perry is a new employe on the rip rack. He is a Spokane resident.

Conductor and Mrs. Jack Felton are the parents of a son, John Daniel, born Apr. 24.

F. W. Weller, retired trainman, wants his friends in Spokane to know that due to the illness of both himself and Mrs. Weller, his telephone has not been answered. Mrs. Weller recently spent some time back on the East Coast receiving medical attention.

Malden Chapter of the Women's Club gave a party for members on Apr. 24. About 20 were present. Bridge and pinochle was the entertainment for the evening.

The Service Club recently had a potluck dinner which was well attended, with close to 150 present. Entertainment was furnished by The Three Sharpes, two girls and a boy, the children of Don B. Sharpe, car clerk. Mrs. J. H. Vassey and her sister sang and played several songs. Both ladies are in their seventies.

The B&B department is humming with activity, with A. Parsons' crew renewing the bridge near the NP tower in Spokane. Otto Papenfuhs will take his masonry crew to St. Maries for work, as will the culvert crew. Foreman H. Wohik has just completed putting in a bridge at Ione, to replace one which was worn out.

F. L. Lake, retired engineer of San Benito, Tex., and Mrs. Lake arrived in Spokane on Apr. 21. They plan to attend the Masonic reunion and join the Shrine party.

If spring came but once in a century instead of once a year, or burst forth with the sound of an earthquake and not in silence, what wonder and expectation would there be in all hearts to behold the miraculous change!

—Longfellow

SEATTLE GENERAL OFFICES

Margaret Hickey, Correspondent

Mrs. A. J. Hillman, a charter member of Seattle Chapter of the Women's Club, was honored on the occasion of her 30th birthday on Apr. 3 with a tea given by members at the club rooms in the Union Station. Mrs. F. W. Watkins was in charge of the tea, with the assistance of other members.



Mrs. A. J. Hillman

The tables were decorated with spring flowers, the work of the club's official florist, Mrs. B. R. Johnson. Mrs. Hillman was presented with an orchid corsage and a handsomely decorated birthday cake.

Mrs. Hillman is the widow of the late A. J. Hillman, retired general agent. She was born in Kankakee County, Ill., in 1870 and lived the early part of her life in Illinois and Iowa. She came to Seattle in September, 1914, from Butte, Mont., where she had resided for three years. Mr. Hillman, who passed away in 1948, had 50 years of service with the Road.

D & I DIVISION

First District

E. Stevens, Division Editor

Hans Sorensen, retired car department employe, Savanna, left Apr. 1 for a 10-week trip to Denmark, leaving New York on the Swedish-American liner Stockholm. He will visit a sister and family in Fredericia and a brother and family in Aarhus.

S. E. Bashaw, who started his railroad service at Savanna in 1912 and worked as ticket agent at Savanna for 17 years, retired on Apr. 1. At the time of his retirement he was clerk at DeKalb freight station. During April the Bashaws vacationed in Florida with their daughter and family.

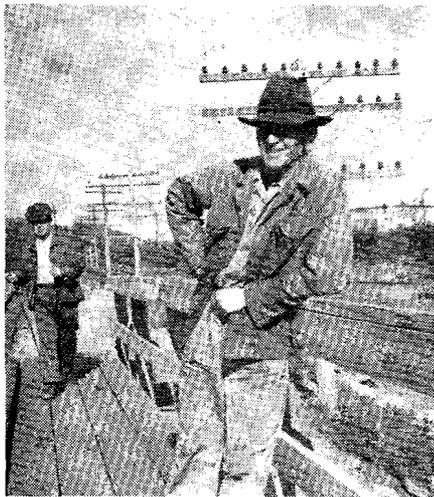
L. L. Wheldon, retired switchman, passed away on Apr. 17 at Edgerton, Wis., where he had been visiting. Mr. Wheldon entered the employ of the Road on Sept. 9, 1912, as a brakeman and transferred to yard switching service on Feb. 3, 1915. He worked in that department until retirement, Sept. 26, 1948.

L. A. Winston, switchman at Savanna, died Apr. 15 in the city hospital at Savanna. Death was due to bronchial asthma and heart ailment. Mr. Winston entered the employ of the Milwaukee on Mar. 7, 1917, as a yard brakeman and was foreman of a yard engine at the time of his death. Surviving are two sons, Capt. E. B. Winston, Cherry Point, N. C., and Fireman H. W. Winston, Savanna; four grandchildren, two sisters, and a brother, Fred Winston, retired Iowa Division conductor of Cedar Rapids.

Car department employe Joseph Hoyer, Davis Junction, announces the arrival of Jerry Michael at his home in April. Car Agent F. M. Withhart is the grandfather.

A. T. Kelly, laborer at Savanna roundhouse, was married to Miss Doris Locke, also of Savanna, in St. John's Catholic Church on Apr. 15. A reception followed the ceremony and a dinner for the bridal party and members of the families was held in the Lydia T. Byram Community Club House.

Pauline G. Isenhart, of the Savanna freight



Conductor Louis James of the D&I Division stakes out a good fishing spot on the bridge at Savanna, Ill., while brakeman G. Gilligan, also of the D&I, moves up with the gear. (Picture by William Kelly, relief crew director at Galewood yards.)

house, who was at the Mayo Brothers' Hospital in Rochester during March and early April, has resumed her work.

Newcomers in the superintendent's office at Savanna are Joe Esposito as roadmaster's clerk and Lane O'Rourke on the general clerk's desk; in the engineering office, Miss Marita Morgan on the chief clerk's position, Jack Haberbush returning to the store department.

Quad Cities Area

Marion L. Arnold, Correspondent

Ray Schultz, chief clerk to the agent at Davenport, underwent surgery on Apr. 24. We are happy to report that he is coming along fine.

William Helton, coal shed operator, has been on the sick list. Three of our employees spent a few days in the hospital in April. Switchmen M. J. Flanagan and G. E. Welch are both at home but unable to return to work as yet. C. E. Clark, cashier at East Moline, has returned to work.

Switchman S. E. Crouse was called to Clinton with the National Guard on Apr. 10 to help repair the million dollar damage as a result of a storm on Easter Sunday. He returned to work Apr. 23.

Russell Tubbs, P.F.I. at Nahant yard, was bumped by Thomas Manton whose job at Cedar Rapids was abolished. Mr. Manton came down here Apr. 12. Russell took the relief job at Nahant.

Vacationists include Switchman V. L. Hasskarl and wife who are visiting friends in California. Switchman Walter Von Dohlen and wife visited relatives in Texas early in April.

Cal Strauch, chief clerk to DF&PA, is sporting a 1950 Frazer.

Kenny Fell, CF&PA, has succumbed to the call of the land and bought a farm. To get water for the well it was necessary to dig only 387 feet.

The following article appeared in the Davenport Daily Times on Apr. 4:

"This is the kind of story I love to write. It's the kind of thing that makes me want to renew my membership card in the human race. Actually, it isn't my story—it was told to me in a letter by Mrs. Tinsley, who lives

May, 1950

For pleasure before business take the family along...



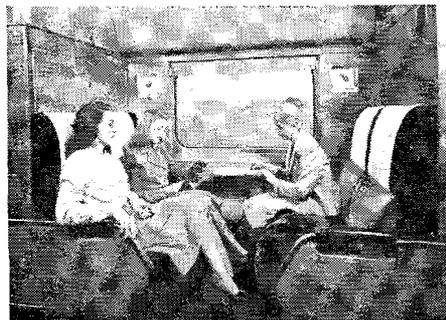
Mountain Panoramas from the Skytop Lounge

see the Pacific Northwest from

THE OLYMPIAN *Hiawatha*

Your business trip to the Pacific Northwest can be a delightful vacation if you take the family along on The Milwaukee Road's super-speed Olympian Hiawatha.

Scenery? The wide West is at eye level just outside your window. Make stopovers en route; visit the Puget Sound country around Seattle and Tacoma—a mountain and marine wonderland.



Your children under five ride free, those under twelve for half fare. You can go de luxe in private-room cars or enjoy berth comfort with economy in Touralux sleepers. Coaches, too, plus the handsome diner and the cheerful Tip Top Grill car.

You'll like the air of friendly hospitality on The Milwaukee Road, and the freedom from tiring drives, traffic and weather hazards.

We'll be glad to help plan the entire trip. H. Sengstacken, Passenger Traffic Manager, 708 Union Station, Chicago 6, Illinois.

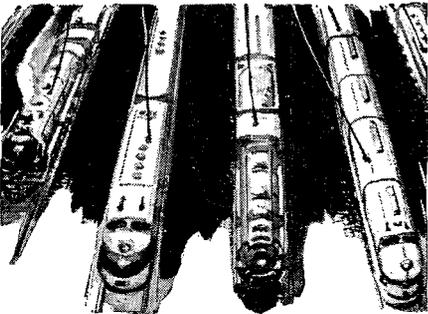
New and cheerfully decorated, Touralux sleepers that save you money are a Milwaukee Road "exclusive."

THE MILWAUKEE ROAD





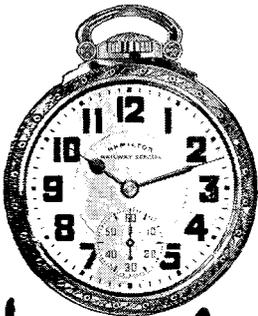
Accurate timing FROM TOWER TO TRAINS



TO be there at the *right* time is "a must" in railroading. Let one train be off schedule and tower men must rearrange many schedules to keep the 'road running smoothly. That's when all railroad men are glad they have a Hamilton—the watch they know they can depend on to precisely synchronize all operations.

Only the Hamilton 992B features the Elinvar *Extra* hairspring—non-magnetic, rust-resisting, true in all temperatures. That's why you should have a Hamilton—the watch that *accurately* times the trains.

HAMILTON WATCH COMPANY
LANCASTER, PA.



Hamilton

THE WATCH OF RAILROAD ACCURACY

at 2019 East Twelfth street in Davenport. "Today (Tuesday, March 28) I was busy with my housework, about 2 P.M., when I heard an engine whistle and a train stop right by our house. Of course I ran to the window to see if anything was wrong. There are so many youngsters around here, I was afraid some of them might be on the track.

"A member of the train crew was running down the track, and at first I couldn't see anything. Then I saw a tiny black head on the viaduct between Twelfth and Eleventh streets. The crewman stooped and picked up a little dog and carried it down the viaduct and put it on the bank. Then the man climbed back up into the engine and went on.

"The little dog was so frightened" continues Mrs. Tinsley, "that he wouldn't come down when I called, so I let out our own dog to coax him down. The people who own a little black and tan dachshund dog with license No. 3970 can thank an unknown crewman on the Milwaukee that runs toward Eldridge that they have a dog."

The heroes of this story are Engineer Dan Kelly and Fireman R. F. Edwards working out of Nahant on train No. 90.

COAST DIVISION

Harry W. Anderson, Division Editor

The following is for the attention of all Coast Division "divot diggers" or any Milwaukee "hackers" who are interested in entering the annual golf tournament which will be staged around July 1. Golfers who do not have an established handicap should send at least five nine-hole cards so that handicap for the event can be given them. Send cards to Larry Wean, division engineer's office, Tacoma, Wash. Watch future issues of the Magazine for full details.

Francis Kirkland, assistant time revisor, who has been off since the early part of February on account of a broken knee bone, expected to return to the job on May 1.

Ruth Phelps, clerk in the superintendent's office, spent a week end down at Geerhart, Ore., ocean resort. She reported having a wonderful time, but was unable to do any ocean bathing due to oil in the water. Just how it gets there is a local mystery.

Ernest G. Hart, B&B carpenter, was the victim of a recent automobile accident in which his wife was killed. He is now hospitalized with a fractured skull. This happened near Shelton, Wash.

Jack McMahon, B&B carpenter, was taken to the hospital recently with a touch of pneumonia. Hugh McMillan, B&B carpenter at Tacoma, is also in the hospital.

Just heard that Jim Piatt got married. He is on his honeymoon at the present time, so we do not have the details.

A mother, faced with the task of breaking the sad news of a dog's death, summoned her child and told him, "I know this will break your heart, but Laddie has just been killed by a car." To her amazement, the child showed no emotion and, after a shrug of his shoulders, continued playing. A few minutes later mother and son were walking down the street when the child spotted Laddie lying dead near the curb. He burst into tears and shrieked in his agony, "Mother, mother, there's our Laddie—dead!"

"But son," the mother exclaimed, "I told you Laddie was dead a few minutes ago."

"Oh, mother, I thought you said DADDY!"

Safety Counselor



W. F. Henrich

ALARMED by the antics of children who have taken to playing on railroad property and hopping rides on trains, Engineer William F. Henrich of Racine, Wis., is devoting a good part of his spare time to speaking before local student groups and parent-teacher organizations.

To get support for his personal safety campaign, Henrich went to the principals of several schools and pointed out what the children were doing. As a result he was asked to address the children. His talks stressed the dangers of hopping trains, playing on tracks, standing before locomotives, and in general using railroad property as playgrounds.

"We want the children to be our friends, but they must learn to obey the 'no trespassing' signs," Henrich says. "By citing the dangers of these actions, I try to make them realize the chances they are taking. After all, nothing can take the place of a lost limb or bring back a life."

Henrich has been with the Road since 1912, starting at the Milwaukee, Wis., roundhouse as an air brake inspector helper. During World War I he served overseas with the 39th Engineers, but returned to the railroad to take up his work as fireman. He is now serving as fireman and extra engineer. In addition to his one-man safety drive his spare time is divided between hobbies of painting, woodcarving and cabinet making.

A friend called upon a guest at a hotel, knocked and asked him to open the door.

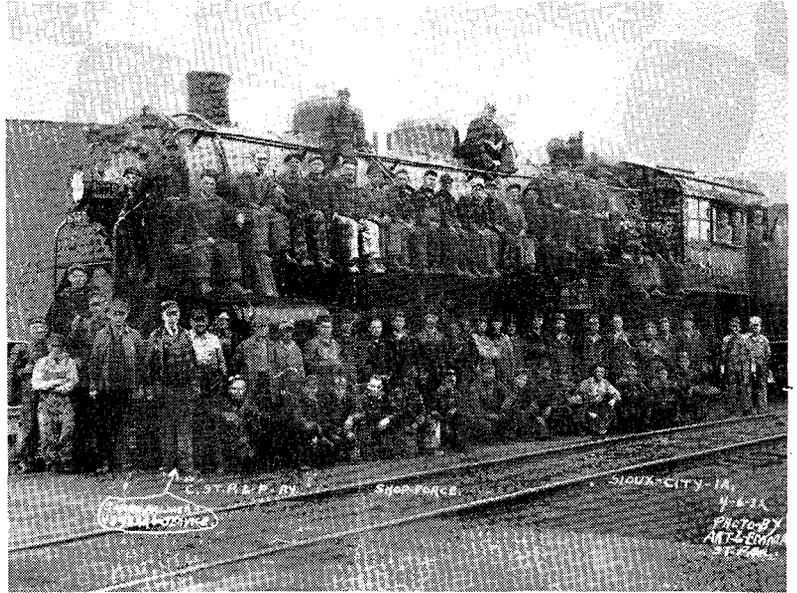
"Can't, door's locked," the voice from within announced.

"Well, unlock it!"

"Can't, have no key!"

"Great Scott, man! What will you do if there's a fire?"

"Can't go."



Something "heady" for the Easter parade is modeled by members of Aberdeen (S. D.) Chapter of the Women's Club. Left to right: Mes. Frank Springer, Guy Chamberlain (wearing a prize winner), T. M. Rood and Frank Schwan. The youngster is "Peewee" Schwan, five-year-old accordion player, who entertained at the Easter party. His hat boasts two very-much-alive pink and yellow chicks.

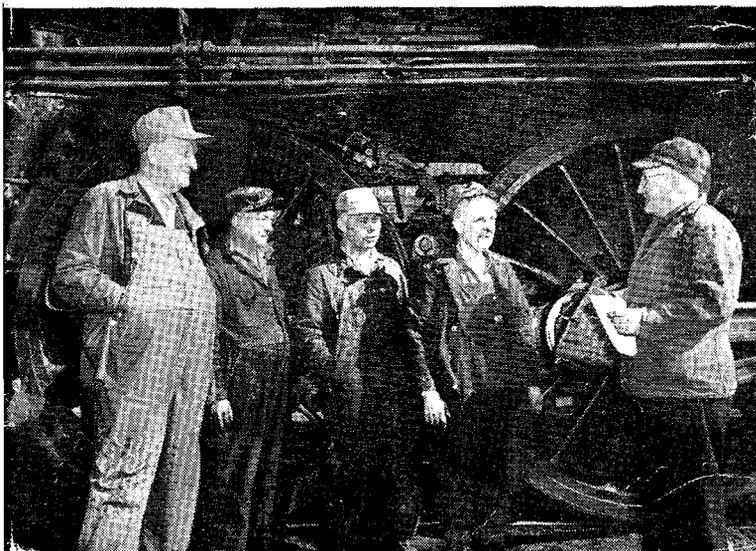


Dennis Morgan, popular motion picture star, boards the Afternoon Hiawatha at Chicago on Apr. 14, bound for Milwaukee, where he gave a special performance in connection with ceremonies opening the new City Auditorium. Morgan is a native Milwaukeean.

How many can you identify on this picture of the roundhouse force at Sioux City, Ia.? Time, April, 1932. Photo submitted by Engineer Luther Hollifield, I&D Division.

The opening of the Road's second century finds many employes with close to a half century of service. These five at the Mason City roundhouse have been railroading for a total of 205 years. From left: Boiler Foreman Jim O'Keefe, 47 years; Machinist John McGraw, 32 years; Machinist Jess Mathewman, 37 years; Machinist G. W. Stevens, 43 years; Roundhouse Foreman H. L. McCoughey, 47 years. (Mason City Globe-Gazette photo.)

Sponsors of a radio stunt at Ottumwa, Ia., which raised \$600 for the national cancer drive. Left to right: Car Inspector C. A. Hill, Equipment Maintainer D. D. Fisher, Car Inspector K. I. Tuttrup and Glen Burke, CB&Q conductor. These four devised a "mystery voice" radio program based on the "Mr. Hush" idea which was broadcast over station KBIZ every night during April. Contestants placed their telephone numbers and contributions in this wishing well in downtown Ottumwa.



Here's a Tip on Tops in Travel

Next time you take a trip by train, make a mental note of how much *more* you get for your ticket money than just transportation.

1. You get all the sit-back-and-relax comfort of wide, roomy seats. And there's plenty of space—room enough to stretch out, to roam about. In a railroad train, you're never "handcuffed" to your seat.



2. New equipment—enough for more than 300 streamlined trains which have been put in service—sets new highs for travel pleasure and comfort.

3. Traveling by rail, you know where you're going and that you'll get there regardless of weather. Railroad trains are seldom affected by fogs and storms.



4. Train travel gives a wonderful feeling of security. Just sit back and take it easy, for railroads *are* the safest way to travel—by every standard.

Next time—take the train and see what a lot more you get for your money than just transportation.

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